

Housing Seattle

Design Demonstration Projects



1998 Documentation

SEAFIRST GALLERY

Housing Seattle

Design Demonstration Projects



Seattle Mayor Paul Schell and Seafirst Bank Chairman John V. Rindlaub announce Design Demonstration Projects selected for construction by the DDP Jury.

Mayor's Report and Recommendation

Demonstration Program for Innovative Housing Design

September 30, 1998

Cover: Sydney Williams, *Neighborhood Street*, Linoleum block print, 1994.

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Seafirst Gallery is pleased to present, in cooperation with Mayor Paul Schell's Seattle Housing Action Agenda and the American Institute of Architects Seattle Chapter (AIA Seattle), an exhibition and documentation featuring entries to the city-wide design competition to generate unconventional blueprints for appropriate and innovative housing at all income levels.

This is an exciting time to focus on housing in Seattle. Mayor Paul Schell, the Seattle City Council, the Department of Construction and Land Use, AIA Seattle, and community representatives are all focused on finding solutions that will incorporate community concerns, form, and design. An overarching goal of the Design Demonstration Project was to identify satisfactory ways to increase housing density without sacrificing design, livability, or the characteristics that make each of Seattle's neighborhoods unique. Each of the entries, and especially those selected by a distinguished panel for further development, holds special promise, and sets a course toward redefining housing alternatives that meet the needs of Seattle's citizens with style.

In addition to presenting the entries to the competition, the Seafirst Gallery hosted two public events to encourage further dialogue on the subject of housing. On September 10, 1998, Seattle Mayor Paul Schell and Seafirst Bank Chairman John V. Rindlaub jointly announced the projects selected for honorable mention and "Should Be Built" status during a reception. The following week, on September 17, a distinguished panel of community leaders, moderated by Mark Hinshaw, discussed the merits of the entries and registered public comment on the advancement of the draft Design Demonstration Ordinance.

The Seafirst Gallery is pleased to join with the many dedicated people and agencies working together to ensure availability and diversity of housing for Seattle residents, and we are especially delighted to host this creative and collaborative means of identifying innovative approaches and solutions.

Peggy Weiss
Seafirst Gallery

Forward

Addressing a design community assembly in the early days of his mayoral term, Mayor Schell voiced a challenge: "Why doesn't AIA mount a 'Seattle House' design competition, and publish the results as a sourcebook for neighborhood planning groups and homebuilders?" This catalog documents a response to that challenge — undertaken by the AIA Seattle Housing Action Task Force convened within days of the Mayor's challenge.

As the work of the Task Force progressed, the focus turned from a standard "Seattle House" design, to the idea of "How can housing be more desirable and affordable if freed from the layers of prescriptive code restrictions which have grown up over the years? How can we increase the housing supply in an already established urban environment if we design from the standpoint of "What should be built here?" rather than "What will the code allow?" Thus was born the Housing Seattle: Design Demonstration Project (DDP).

The Call for Entries invited "real projects that demonstrate neighborhood-appropriate approaches to increasing the inventory and quality of affordable housing." The 21 projects received illustrate the potential impact of code modifications with real projects on real sites and serve as case studies to assist in scoping and illustrating the Demonstration Ordinance currently under development by the City. Each and all the entries make a valuable contribution to the dialog — whether or not they were selected by the Jury as "Should Be Built."

This project was truly a team effort, bringing together many individuals and interests focused on housing and code issues, and many colleagues from the range of interests and functions involved in designing, financing, regulating, and building housing. Among those joining in our lively, pizza-fueled meetings: Denna Cline and others from the Mayor's office; City Council member Peter Steinbrueck AIA (what a boon to all of us to have the architect's vision and skills available to the Council's deliberations and decisions!); Rick Krochalis, Vince Lyons, Patrick Doherty, Diane Sugimura and others from the Seattle Department of Construction and Land Use; and many talented and visionary architects willing to help find new ways to design, finance, regulate, and build "outside the box."

As plans began to take shape, Seafirst Gallery sprang forward to offer a venue for the exhibit and events — providing a special opportunity for putting ideas before the public.

On September 4, a jury representing a span of interests and expertise in housing considered the 21 entries, and from them designated 11 projects as "Should Be Built." These projects will go forward into Design Review under the Demonstration Ordinance with the endorsement of the Mayors' Office and AIA Seattle.

The jury selected four additional projects for "Honorable Mention," on the basis of their contribution of ideas supporting the processes of change currently in process under the supervision of the Seattle City Council and within the Seattle Department of Construction and Land Use (DCLU). We appreciate the variety of projects entered, the creativity they evidence, and the positive intentions of all who offered their ideas through the Housing DDP program. We sincerely thank everyone who contributed: members of the Housing Action Task Force, Peggy Weiss and the Seafirst leadership, all the team members associated with the projects, Colorwheel Studio and Karen DeLucas for their contributors to the exhibit, members of the jury, Moderator Mark Hinshaw FAIA and the "Ideas to Reality" panelists. The many visitors who viewed the exhibit and took part in the events at the Gallery all added to the forum on housing ideas.

Those of us involved in this project feel a synergy of thought and focus rising into action. The Mayor has brought everyone to the table through the Seattle Housing Action Agenda; the Council is considering a Demonstration Ordinance to provide flexibility and to open possibilities; DCLU is revamping the permitting process; the Design Review Process is functioning better all the time; and the economic situation dictates that something must be done to insure all income levels have choices in housing. AIA Seattle is pleased to contribute to this momentum through this Design Demonstration Project.

We offer these results for your consideration with high hopes, believing that the process and this product offer instructive and positive contributions to the goals of Housing Seattle. We hope they will

pave the way for changes in the code and flexibility in interpretation to allow a wider range of quality projects to serve the Seattle citizens of today and tomorrow.

The suggestion has been made, more than once, that AIA Seattle should sponsor a Design Demonstration Program annually. This event marked a beginning and identified a general concept that in future years could apply to other factors affecting the quality and quantity of housing stock available in Seattle and the region. AIA Seattle would welcome the opportunity to join with our colleagues on a similar adventure next year.

Michael H. Trower AIA

Chair, Housing Seattle Design Demonstration Projects

Carolyn D. Geise FAIA

Chair, AIA Seattle Housing Action Task Force



Seattle Mayor Paul Schell and Seafirst Bank Chairman John V. Rindlaub during the presentation of awards at the evening's festivities.

Seafirst Gallery thanks the following for helping to make this exhibition and associated events such a success:

All architects and community representatives who participated by contributing their ideas to addressing housing in Seattle.

Colorwheel Studio, whose artwork added community color to the exhibition.

Peggy Lycett, Principal Video Production Specialist, at Channel 28.

Special thanks to Karen DeLucas at Geise Architects who assisted in the development of this exhibition.

Michael Trower and Carolyn Geise, for their guidance of the project.

Mark Hinshaw, who moderated *From Ideas to Action*, discussing how these projects can begin to address housing in Seattle.

PNTA who provided sound equipment.

From the Office of the Mayor, Mayor Paul Schell, and Denna Kline.

From the AIA, Marga Rose Hancock and Addy Froehlich.

From the Seattle City Council, Peter Steinbrueck, Richard Conlin.

From the DCLU, Diane Sugimura.

Mayor Paul Schell

A Word from the Mayor

As I noted in my introductory letter for the Seattle Housing Action Agenda, one of the most important problems I confront as Mayor is the crisis in affordable housing. We know there are no easy answers, so I've challenged my staff and the citizens of Seattle to look for creative solutions to the problem. I greatly appreciate the fact that AIA Seattle was quick to pick up that challenge and develop the Design Demonstration Projects. Little did I know that we would have such tremendous response from the broad community.

I've always felt that good design is a key to making additional development, additional density acceptable to a community. This project certainly illustrates how true that can be. I was thoroughly impressed to see this whole process come together — not only is it one of the first actions completed from the Housing Action Agenda, but it is such a success. As I walked around Seafirst Gallery to view the many proposals, I thought, "These are all winners." I am pleased that so many took the time to develop teams, work with their communities, and come up with innovative ways of challenging our codes, while still addressing the issue of affordable housing.

You've heard me talk about growing with grace. You've certainly shown us how that can happen. What an exciting process. Now it is the City's challenge to see that the "Should Be Builts" are built!

This process should also be a model for partnership as illustrated by the cooperation between AIA Seattle, Seafirst and its Gallery, the jury that came from many walks of life, and the City. Congratulations to all who had a hand in this project.

Paul Schell
Mayor of Seattle

Peter Steinbrueck

Taking the Ideas Forward

Focusing on creative solutions to expand affordable housing in Seattle, the Design Demonstration Project — from its conception, to the exhibit, the selection announcement ceremony, and now this catalog, has been a resounding success! This is an effort I truly hope to see repeated in future years.

The architectural community has shown through this event that it can make a real contribution toward influencing public policy in areas of the built environment. As a City Councilmember, I pledge my continued enthusiastic involvement, working with the architectural community, to implement practical and creative solutions to address our affordable housing crisis.

Seattle's Land Use Code, an accretion of over 75 years of incremental regulatory changes, does not reflect a coherent vision for our great city of today. The Department of Construction and Land Use has begun difficult process of analysis and change in the body of codes that affect all development. The design profession, by informing the revision process, has an important role in shaping the future of Seattle.

Peter Stenbrueck, AIA
Seattle City Council

The DCLU's Challenge to make this happen...

We've talked of a Demonstration Ordinance for almost two years now, but it was AIA Seattle's process that really made this whole concept come to light. We currently have a draft of the concept paper and implementing legislation out for public review — we borrowed a number of the concepts from the Housing Design Demonstration Project. We hope the City Council will act quickly on the ordinance, so that we can make sure we have a mechanism to see these projects through to completion. AIA Seattle challenged the teams to come up with "real" projects. Now DCLU must make sure they become "realized" projects.

These projects will provide valuable information for our on-going Code improvement process. It also illustrates a number of positive solutions to meeting the housing challenges emerging from our many neighborhoods planning efforts.

This has also been a prime example of how the City can work together with private entities. We look forward to many more projects on which we can collaborate with AIA Seattle. How exciting it has been to challenge assumptions about how to create the housing that is so sorely needed in our city.

Rick Krochalis
 Director, Department of Design
 Construction & Land Use, City of
 Seattle

Jury

Tom Byers	Office of the Mayor
Richard Conlin	Seattle City Council
Patrick Doherty	Seattle DCLU
Jerry Finrow FAIA	UW College of Architecture and Urban Planning
Charli Kasper	Housing Consumer Advocate
Nora Liu	HomeSight
Sheri Olson AIA	Architectural Record
Jack Rafn	Rafn Company
David Sucher	City Comforts
Ed Weinstein FAIA	Weinstein Copeland Architects
Jury Facilitator:	Don Carlson FAIA, Carlson Architects

Summary of Jury Process and Selections:

The diverse backgrounds of the ten jury members assured a lively and comprehensive interchange — which all agreed "could have gone on for days." The jury reviewed 21 projects, representing a range of housing types and neighborhoods. "We appreciated the opportunity to see so many good ideas and meaningful efforts assembled. All of us owe a debt of thanks to the teams who brought their projects to this program," said AIA Seattle 1st Vice President Don Carlson FAIA, who facilitated the jury process.

The jury selected 11 projects as "Should Be Built," for endorsement by the Office of the Mayor and AIA Seattle as they enter design review. The selections include four Accessory Dwelling Units (ADUs) offering a variety of configurations and conditions. Other projects offered models for cohousing, cottage and carriage house structures, and multi-family compounds. The jury also chose to comment on several additional projects which

suggested innovative possibilities, but without the added promise of a "model" solution to the housing challenges facing Seattle neighborhoods seeking to accommodate additional population.

The jury expressed commitment to continuing the spirit of the Housing DDP program as the ideas it generates help inform City policy and become a source for neighborhoods and homebuilders — thanks to the catalog which Seafirst Gallery has generously offered to publish. In addition, the jury proposes to the Mayor and AIA Seattle that this program continue in future years, as a means to bring together a range of players to uncover and explore the ideas, building materials and technologies, and policies that can expand the capacity and quality of housing for all Seattle citizens — now and in the years to come.



Guests view the Design Demonstration Projects on display at the Seafirst Gallery.

Madison Valley/Madison Park Points Of Demonstration

Project Location:

The project is located at 664 32nd Ave. E., 3203 and 3209 E. Madison St., Madison Valley/Madison Park. Three adjacent lots that comprise the SE corner of 32nd Ave. E. and E. Madison St. Currently one single family detached house per lot. The houses at 3203 and 3209 E. Madison St. will be donated to the Habitat for Humanity. New construction of 16 rental units on site.

Housing Statement and Intention to Build

The project will consist of 16 new rental units serving a minimum of 16 households. One of the units will be occupied by the owner who will live on site and function as manager. The 16 units consist of: 2 Studios, 3 One Bedrooms, 3 One Bedrooms + Loft, 4 Two Bedrooms, and 4 Two Bedrooms + Loft. The 2 Studios and possibly the One Bedrooms are going to be aimed at possible grants from D.H.H.S. or other sources of assisted living incomes. The goal is to provide a diverse cross section of tenants by incorporating a variety of unit size, location, and availability.

The "owners" for this project will include the three individuals who currently own the lots on which this project will be built. One of the owners is acting as the developer and voice for the three. However, once the program sponsors approve the project, a corporation will be formed by the three owners. It is the intention of all three owners to build this project should it gain approval.

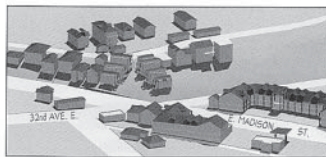


Affordability Features

Affordability of this project stems from five design strategies: first, building foundations remain simple, serving multiple living units; second, buildings are composed of a "kit" of easily assembled, prefabricated, and often recycled parts; third, quality materials and good craftsmanship ensure lower life cycle building cost; fourth, establishment of communal and circulation spaces to foster the development of community bonds; and fifth, provide options for alternative transportation. Adhering to these strategies enables us to cut construction cost and provide an end product that is not only cheaper to build, but more energy efficient. The design saves energy needed for production of the materials and energy consumption required by the units. By sharing such elements as common walls, foundations, roofs, and natural ventilation cores, the heating and cooling loads of the units will remain consistent.

We've created a terraced landscape that incorporates the communal philosophy spawned by the Seattle P-Patch. Each tenant will have an area for cultivating vegetables, planting flowers, etc. Providing shared open space for the tenants allows them to interact and establish a sense of community and belonging, creating the opportunity to share such things as transportation and child care. This translates into a sense of pride, interdependency, and ownership that will directly affect the lives and safety of everyone living here. Also with each unit there will be an incentive to promote bus travel, since the site lies on the #11 bus route, a major access that goes directly downtown.

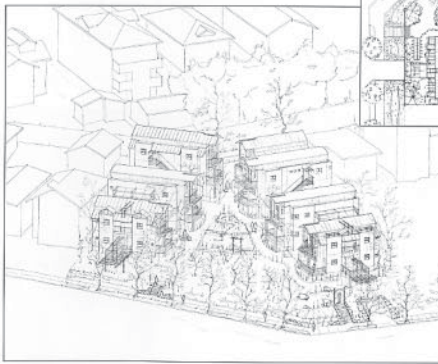
Keeping construction costs down, and providing multiple unit layouts will allow the units to rent from \$650.00/month to \$1,600.00/month per unit. This equates to persons making between 60% to 115% of the median annual income for the Seattle area. Once again, providing the base for a diverse cross section of tenants living within one complex.



Cracking the Code

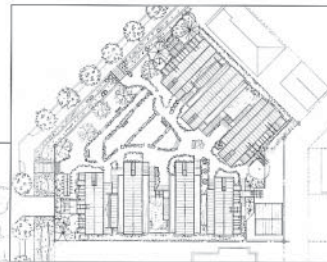
"They Said it Couldn't be Done"

Our site is located at the SE corner of the intersection at 32nd and Madison, adjacent to the Arboretum Court Shopping center and it is the only lot on the intersection with a Residential, single-family 5,000 designation. The other corners are multifamily lowrise and neighborhood commercial zones. We are demonstrating that we can abide by the codes for building single family homes (such as set back requirements, height limitations, etc.) and yet allowing 16 separate living units. Our plan for this site presents a great opportunity to demonstrate how increasing density within a single-family zone can be done effectively,



responsibly and contextually (see figure B), when surrounding lots justify such a transition. By demonstrating how low impact, higher density housing can coexist at the gateway to single-family zones; similar sites situated throughout the city will have the opportunity to do the same. We have developed a project that excels in all guidelines for SF5000 in the City of Seattle Land Use Code, Title 23, Chapter 23.44.006 except for the allowance for greater densities. It is that issue that we are challenging.

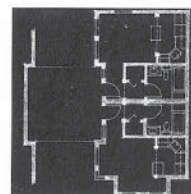
Figure A demonstrates the location of our site relative to commercial zones and lowrise multifamily. As you can see, it is the first corner along Madison that is not zoned for multifamily or commercial use, although the other three corners do have commercial or multifamily designation.

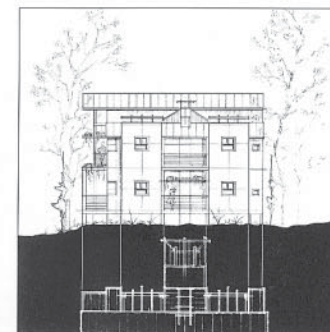
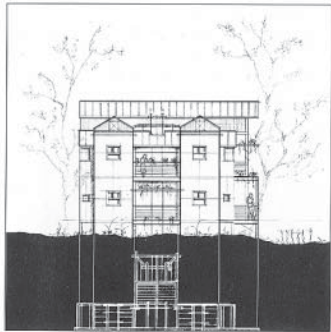


The hill rises steeply on this corner and acts as a visual gateway between Madison Park and the Arboretum/Madison Valley commercial district. This site will anchor the corridor and provide the needed transition from the commercial to the residential zones.

There are currently three small single family homes on this 16,000 square foot site. Due to the steepness of the slope, critical area designation, cost of shoring the hillside and limitations of the existing code, this large site is limited to three families. However, by increasing the allowable density of the site to 16 units, our design, which cascades down the hillside using simple footprints, will allow the project to absorb the cost of reinforcing the hillside. This large and convenient location will then be able to accommodate housing for many families with a wide range of economic backgrounds. Fortunately, the unique geometry of the site allows for an extensive central garden which the tenants will have available to cultivate. As the building rises from the street, the features focus your eyes on this garden and the courtyards and narrow as you approach the rear of the site. The rear (top) of the site is the private residential alley. Because the buildings have been designed to accentuate the pedestrian feel of the commercial district and cultivate a central courtyard for the tenants, the top has been left diminutive in comparison to the single family homes along this alley. Most of the homes were built at the top of the hill to take on the view of the Arboretum. Therefore, the scale of this project from the alley will resemble single family homes rather than an impression of multifamily dwellings.

This project has the ability to provide many advantages to the city. First, it will provide 16 new, cost-effective units to meet a constantly increasing demand on Seattle's housing. Second, it will act as a needed transition between commercial and residential zones within Madison Valley and Madison Park. Third, it promotes an agrarian and interdependent lifestyle for tenants living within the city. Finally, it encourages quality-designed housing at affordable rates.





Neighborhood Acceptability/ Consistency with Neighborhood Plan:

Although the location of the intended project is adjacent to the arboretum and the Arboretum Court shopping area, it is also next to single family homes. Therefore, we understood from the very beginning that the opinion of our local neighbors was going to be very important. The project owner started the process of gaining the neighborhood's approval by presenting the project to the Greater Madison Valley Community Council's (GMVCC) April meeting. A representative of the architect also attended to answer any technical questions. The response of the council was mixed as they requested that the neighbors in the general vicinity of the project be informed and allowed to provide their input.

On May 13, 1998 a neighborhood notice was circulated to all homes that border on the alley that accesses the three homes currently occupying the project location. After this notice was circulated

and several of the neighbors interviewed, the owner returned to the May and June meetings of the GMVCC. Ideas from these council meetings and neighborhood interviews were very important to us and formed a focus for our design. As you will find, the following requests have all been included in our project:

1. Increasing the setback to allow an additional buffer zone to adjacent neighbors homes.
2. Reduce the number of windows facing adjacent homes to allow privacy.
3. Balconies will not be facing adjacent homes.
4. Do not block the Arboretum views of the neighbors to the south.
5. Develop a high quality project that enhances the neighborhood.

With these foundations, we created a project that will be responsive to both the city and the local neighborhood.



Madison Valley/Madison Park

Architect:

Abbott Heys & Associates, Inc.
Ed Abbott AIA, Gabriele Heys ASID,
Michael Abbott, Rick Ebrecht,
Michael Skidmore, Amy Evans-Noe
Seattle, WA

Owner:

Bill Hunter

Neighborhood Advocate:

Penny Brewer

Project Summary & Jury Comments

This plan for 16 rental units on three adjacent lots would create a range of housing choices of several types and price ranges — challenging the current zoning. The difficult hillside site relates more closely to the Madison commercial district below than to the single-family district above. The site offers a great opportunity to supplement the commercial district and add housing in a mixed-use fashion without impacting the single-family neighborhood. A thoughtful design helps to make density agreeable in a single-family zone, though "unapologetically multi-family" in appearance. The proposers have paid good attention to life-cycle costs of the structures, with innovative use of materials. The jury noted incorporation of communal social and P-Patch spaces as a real plus, but expressed concern for affordability from the high construction cost required to create otherwise-laudable underground parking.

Should Be Built



Liction Springs Points of Demonstration

Project Location:

The project site is located north of 85th St. at 8540 Interlake Ave. N. (Liction Springs Neighborhood), situated at the northern tip of Green Lake, between Interstate 5 and Highway 99/ Aurora Ave.

Housing Statement and Intention to Build:

The current lot is 5125 sq. ft. with a main residence that is 875 livable sq. ft. and a detached ADU of 240 sq. ft. Our intent is to enlarge and rebuild the existing ADU (Accessory Dwelling Unit) built in 1921 and first occupied in 1951. The existing unit is 12'x20'x13' to the ridge of the roof w/ additional deck measuring 5'x12'. The proposed unit would occupy a 16'x26' footprint @ 370 sq. ft. (see 'Existing ADU'). The present tenant has occupied the unit for 10 years, outliving 3 owners of the primary residence (8540 Interlake Ave. N.). The ADU currently has shared privileges (primarily laundry and storage) in the main residence. The current condition is somewhat dilapidated. It rests on a minimum foundation comprised of exposed timber beams over pier blocks. The electrical is outdated, the plumbing is insufficient, and the roof has inadequate insulation and excessive layers (7 total) of composition roofing over minimum framing of 2x4s with 1x sleepers. Aside from the tenants uncanny ability to make 220 sq. ft. feel like home for as long as he has, it is in need of being rebuilt.

Affordability Features:

The tenants of the main residence are an energetic young couple who has just started to make Seattle home. Like many others, purchasing a house is a

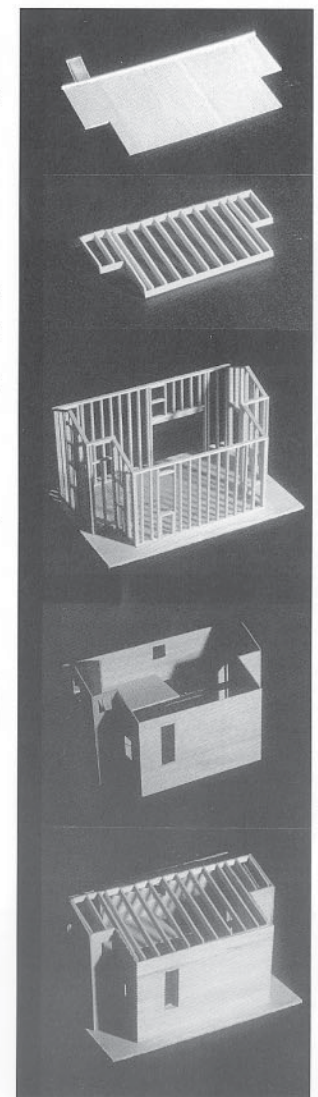
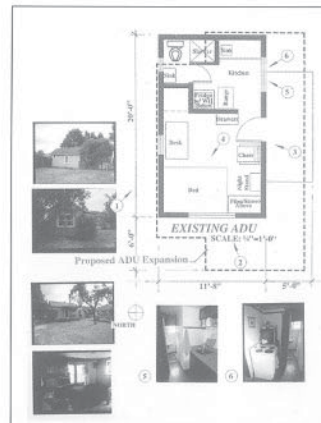
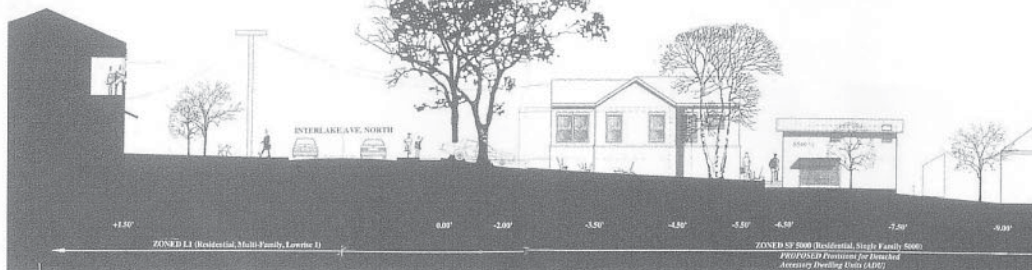
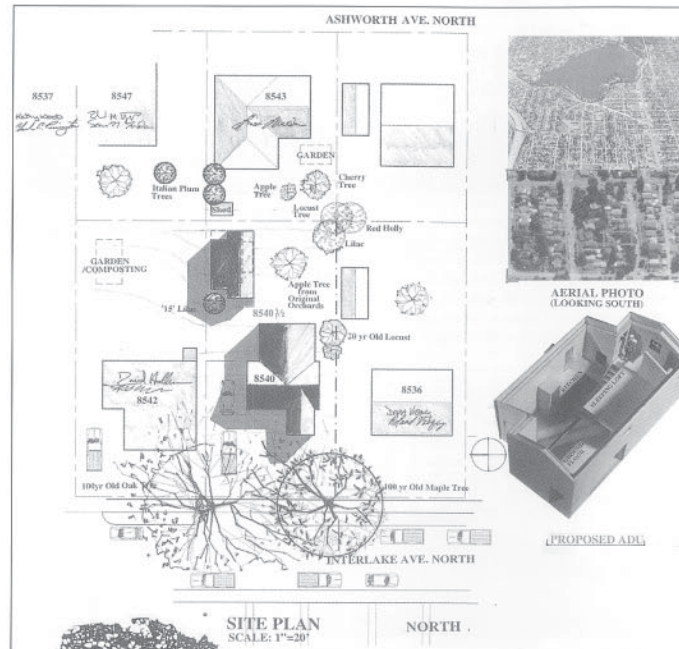
personal investment as well as a financial commitment. While renting may be the only option for some, others enjoy the idea of owning their own home, however the change from renting to owning is often hinged on the initial 'down-payment'. The primary reason the owners are even able to live in

this location is not because of high-paying jobs but because there is an ADU. This additional income is key to establishing an affordable mortgage payment. Often times ADU's are born out of a willingness of the homeowner to put his/her handy-work to the test. Examples of this include

conversions of existing basements into ADUs. 'Sweat Equity' or 'Free labor' are ways in which people can reduce the construction cost incurred throughout the building process. In addition to the above mentioned items, the reuse and recycling of framing lumber, trim, doors, fixtures, etc. from a sensitive demolition process can further aid in reducing construction costs.

Neighborhood Acceptability/ Consistency with Neighborhood Plan:

We handed out informational brochures describing the specifics of the project and intentions of the competition. We met with neighbors (adjacent and beyond) two different nights for approximately six hours reviewing drawings, models, photos, and existing site conditions. Out of all people surveyed not one was opposed to the idea of rebuilding the detached ADU. In fact most couldn't understand why the idea of detached ADU's are illegal. Interestingly enough, despite our SF5000 zoning status the majority of our neighbors are currently renting and our immediate neighbor @ 8542 Interlake Ave. N. has an attached ADU. It would be interesting to see what would happen to the quality of neighborhoods if the owners of the ADU's were living in the primary residence. It seems that a healthy mix of 'residents' and 'renters' could help in making a more established neighborhood.



Cracking the Code

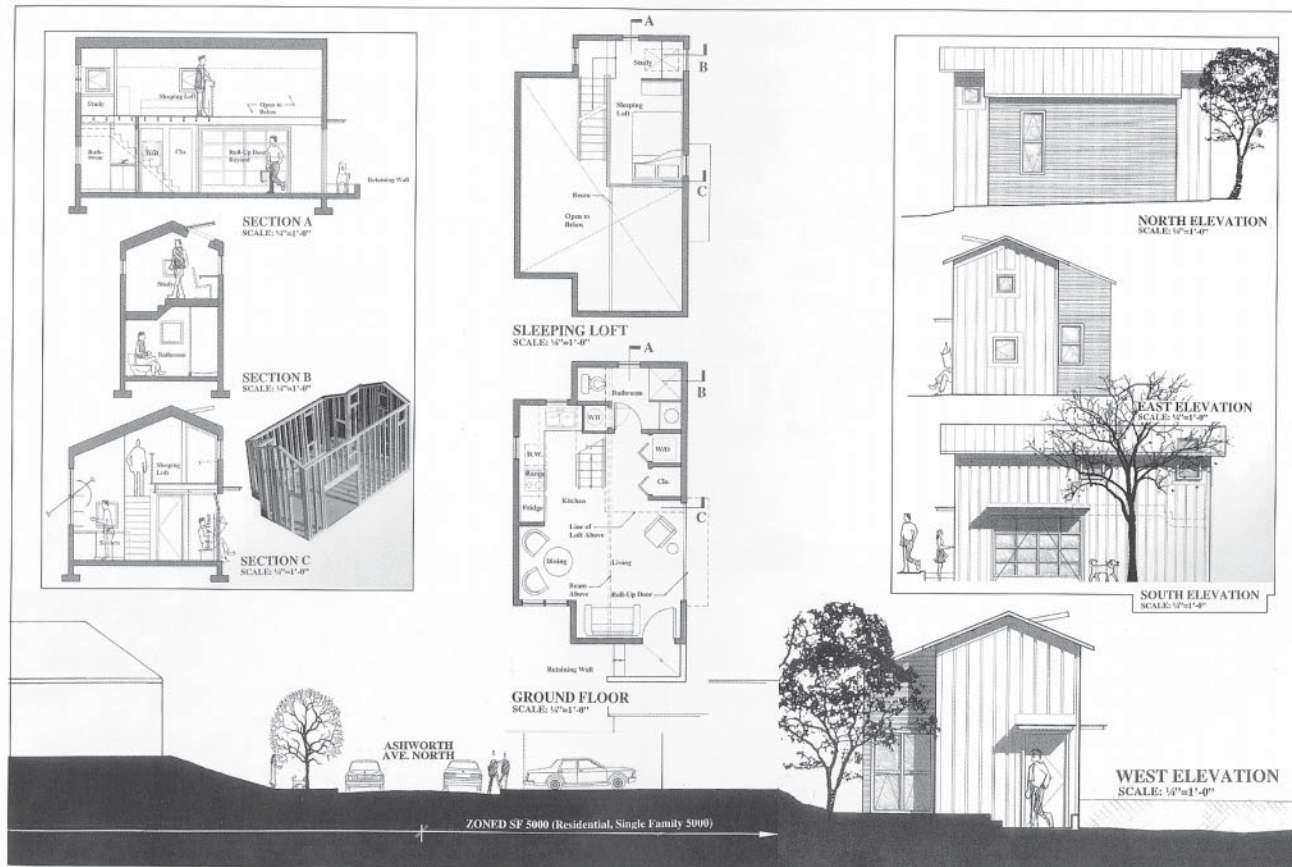
"They Said It Couldn't Be Done."

Under the Seattle Land Use Code 8540 __ is considered a non-conforming use due to its location SF5000 (single family 5000). Specifically the code under Subchapter III Accessory Uses 23.44.041 (A) 4. reads as follows: "Accessory dwelling units may not be located in any structure detached from

the single family dwelling." Policy 7: Nonconforming uses and Structures In Single Family Residential Areas states: "...Except existing legal higher density residences, structures which are in nonconforming use, although conforming in bulk, cannot be expanded in any way except to remove barriers to elderly and disabled persons, and except as otherwise required by applicable laws." Our proposal supports detached ADU's as a viable

solution to the housing 'stock' in Seattle. One way of achieving this would be to provide provisions for detached ADU's in selected areas determined through a review process. Areas like ours which are adjacent to L1 (Residential, Multifamily, Lowrise 1) seem to be prime candidates for a rezone comprised of attached and detached ADU's, LDT, Tandem Housing, etc. to soften the abrupt edge between what is now SF5000 & L1.

Attempting to stay within reason of the 12' rule of older garages the proposed height of 8540 __ is a modest 16' (with a sleeping loft) only 3' higher than what exists now. Similar height restrictions should be accounted for on a case by case basis through Neighborhood Review Committees. Perhaps a direct relationship between the envelope/footprint of a proposed ADU and the existing livable sq. ft. of the main residence should be recognized.



Licton Springs Detached ADU Remodel

Architect:

Chad Rollins, Jonathan Reich, Architects, AIA
Seattle, WA

Owners:

Chad Rollins & Christine Gregory-Rollins

Neighborhood Advocate:

Kevin Thurner

Project Summary & Jury Comments

A young home-owning couple expresses a commitment to sharing use of their property with another dwelling, consistent with a neighborhood of mixed (majority) rental and owner-occupied properties. Single-family zoning classifies this structure as non-conforming. This project and its owners suggest the value of rezoning to permit Tandem Housing and to soften the abrupt edge between existing zones. The proposal suggests that code recognize "a direct relationship between the envelope/footprint of a proposed ADU and the existing livable sq. ft. of the main residence."

"love the scale on this one" ... "non-intrusive."

#2

Should Be Built

The Court at Northgate Points of Demonstration

Project Description

Street Address: 11300 3rd Avenue N. E.

Neighborhood: Northgate

Description of Community: A transitional area of multi-family apartments and small businesses between regional commercial to the south & single family residential to the north.

Description of Site:

The site is a 2.1 parcel with a 3-story early '70s apartment complex sited in its center. The site fronts on both 3rd Ave. N. E. and 5th Ave. N. E., & directly abuts the King County Park & Ride lot to the south. Access is primarily from 5th Ave. N. E. The site is substantially flat, and was filled in the 1960s. Post-war low-rise and recent mid-rise multi-family housing is to the east and west. Neighborhood plans call for the Park & Ride lot to become a public park.

Description of Project:

The Court at Northgate will integrate a poorly sited, suburban apartment complex into an evolving urban neighborhood. Three new residential buildings will be built & the existing building renovated around a central court in two phases & in conjunction with the new roads and public park.

Housing Statement

Size and Nature of Project

The proposed project will add approximately 140 new apartment units to the site at completion. Additionally, there will be development opportunity for another 50 to 70 units on the adjacent property to the east. The dwelling units will be a mix of 1 and 2 bedroom apartments with an average size of 600 SF.

Community Goals

The proposed project will help meet several of the Northgate community's stated goals. It will directly assist the development of a much needed new Seattle public park. It will help minimize traffic through a single-family neighborhood to the north by creating a new east-west connection. Through linkage with King County (owner of the Park &

Ride lot), the project will help meet the County's transit-oriented housing development goals.

Intention to Build

The proponent is prepared to proceed as promptly as agreements on road and park development can be concluded.

Affordability

Approach to Affordability

Affordability will be addressed by a reduction of land cost per unit by increases in density. Foundation and site development costs are reduced by minimizing below-grade parking, particularly on this high water table site. Affordability is also gained by preserving the value of the existing structure for the near term.

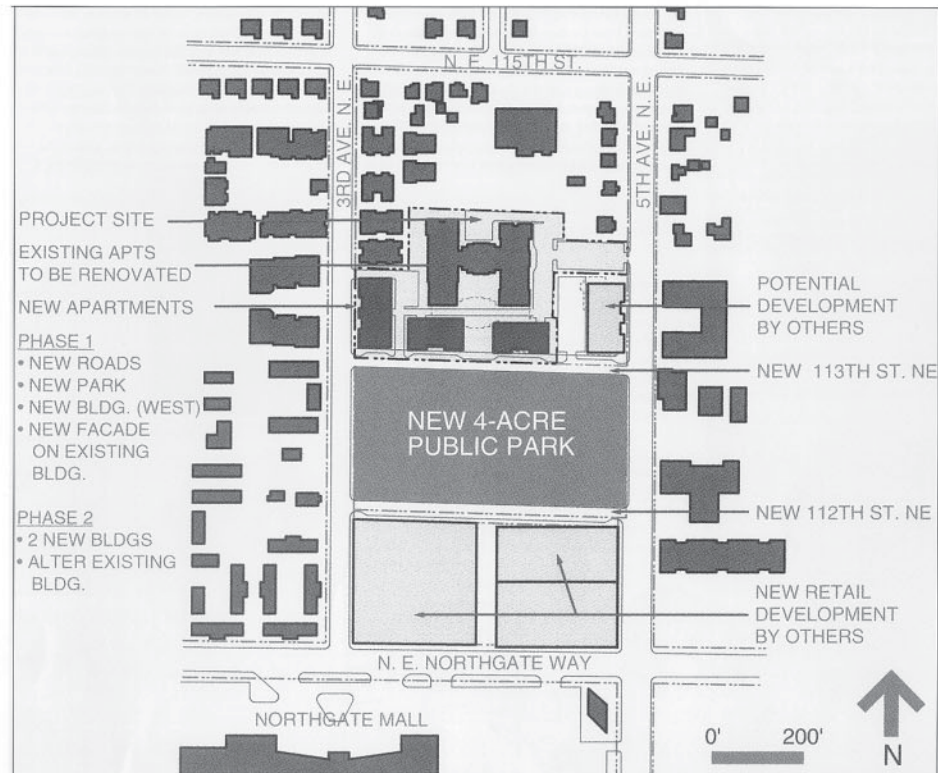
Rents would be targeted to 80% median income.

Land Use and Building Code Issues

Land Use Issues

*In order for appropriate density and neighborhood goals to be achieved, means of permitting density (equivalent to the former 1993 MR zoning) need to be identified. We propose a contract rezone and/or transfer of development capacity from the Park & Ride property. The new N. E. 112th and N. E. 113th streets would effectively mitigate traffic impacts. Height would be limited to 60' on the south part of the property tapering to a height of 37' at the north.

- Off-site parking for private vehicles above projected demand will allow for shared parking facility development with nearby commercial properties and will help reinforce the project as a transit-oriented development. (There are currently 760 buses per day on 5th Ave. N. E.) Credit for the existing on-site parking that is above the code requirements at time of original construction should also be allowed.
- Open space in the MR zone is required to total 30% of the lot area, with 20% on grade. Because of the configuration of the existing building, this amount is difficult to achieve. We propose that this project's support of the development of the new public park be credited against any on-site open space deficit.



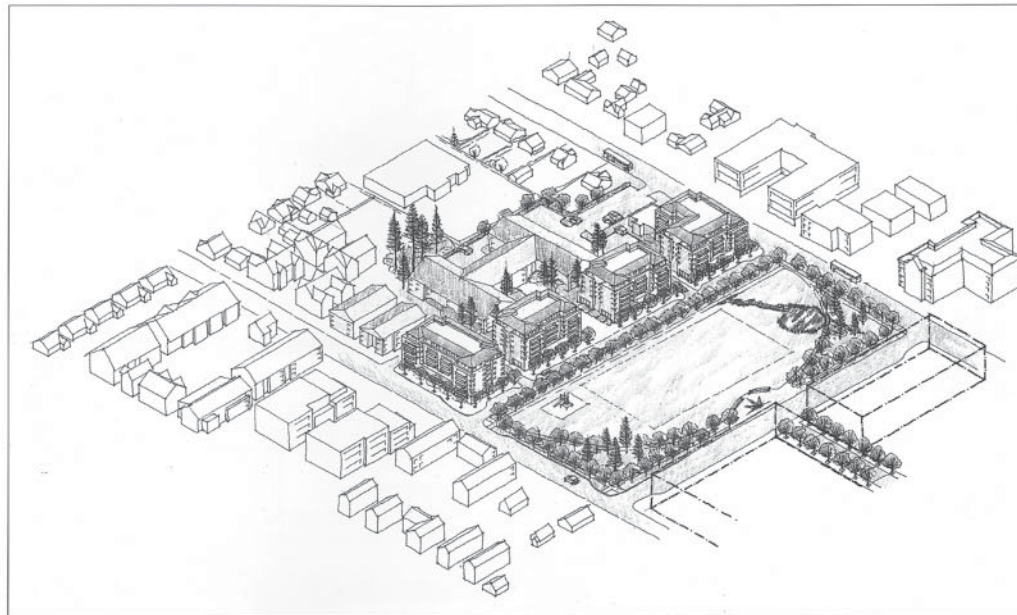
Neighborhood Acceptance & Consistency with Community Planning

Neighborhood Planning

Using N. E. 115th St. The coalescing of the interests of King County, the City of Seattle, adjacent property owners & the community is evolving rapidly this summer. While we have had productive dialogues with adjacent residents and businesses, we have not had the opportunity to make formal presentations of this proposal. We expect that the public process of the contract rezone will provide for resolution of neighborhood concerns.

Community Acceptance

The proposed development, we believe, will meet several long-term community planning & goals. Chief among these are the creation of a new public park and alleviation of traffic.



The Court at Northgate: Park + Parking

Architect:

Johnson Architecture & Planning
Seattle, WA

Owner:

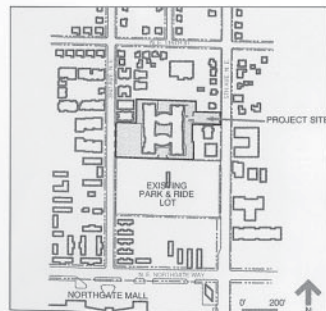
Kauri Investments Ltd.

Neighborhood Advocate:

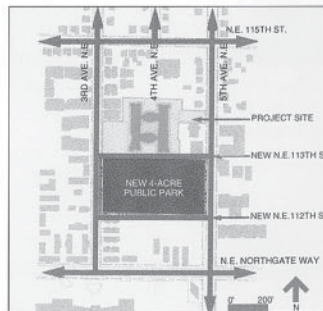
John Bush DDS

Project Summary & Jury Comments

A plan to construct 140 new apartment units adjacent to an existing King County Park & Ride lot which the neighborhood wants to convert into a new 4-acre park, would require permission for greater density than current allowable, and reduction in required number of parking spaces in light of accessibility to public transit. While the jury did not select this project, they commended the notion of creating open space adjacent to higher-density housing located on major transit lines, to support and reward those who choose a non-auto pedestrian lifestyle.



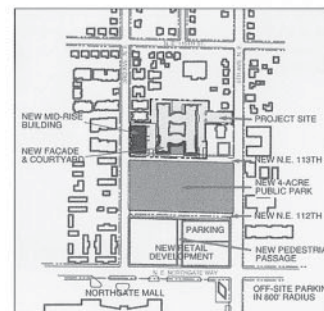
Existing Development



Proposed Street Pattern



Zoning Diagram



Phase I Development



West Seattle ADU Points of Demonstration

Project Location And Description

- 8836 38th Avenue SW, West Seattle, a predominantly single-family neighborhood.
- Construction of a detached accessory dwelling unit in a SF5000 zone.

Housing Statement

On this 6400 SF lot currently stands a modestly sized (about 800 SF), two-bedroom, single-story home. Except for one brief absence, the owner has lived here her entire life, the house having been built by her father and grandfather. Her children are now grown, and she wishes to construct a one-bedroom detached accessory unit over a two-car garage in the rear of the lot, on the alley, in an existing terraced area where a one-car garage now stands.

The Owner wishes to live in the accessory unit while renting the main house, thus enabling her to remain in the neighborhood after retirement. The main house is suitable for a two-person household or a family with one or two children.

Affordability Features

1. Use of an existing site which is already developed, including mature landscaping. Minimal site development costs. No land cost.
2. Use of land which is otherwise used mainly for parking.
3. Small, compact dwelling units (existing and as proposed).
4. The main house can be rented to three-person household at 80% of median income. The monthly payment on the accessory unit would be affordable to a one-person household at less than 80% of median income.

“Cracking the Code”

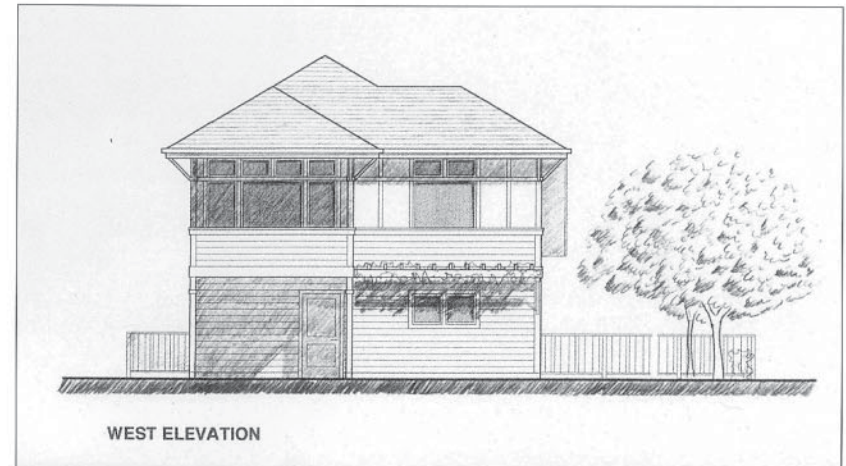
1. The accessory dwelling unit is detached, in violation of Land Use Code 23.44.041.A.4 which prohibits accessory dwelling units in structures detached from the main structure.
2. The accessory dwelling unit is partially located in the required 25' rear yard, in violation of Land Use Code 23.44.014.B.

The project is compliant in all other respects including lot coverage, building height, side yards, parking, and the 1000 SF limitation on an accessory dwelling unit.

Given the large, deep lot with alley access, a detached accessory unit can be built on the alley without altering the scale and character of the neighborhood, without imposing additional burdens to on-street parking, and without any other harmful effects. The building mass of the two dwellings taken together is less, and the scale is smaller, than a large new dwelling such as might be expected to replace the existing dwelling were the owner forced to move. Allowing the detached accessory unit is thus more likely to preserve the scale and character of the neighborhood, than prohibiting it. The long-time owner of the property is enabled to remain in the neighborhood past retirement, and the city's stock of affordable housing is increased (“one unit at a time”).

Neighborhood Acceptability

The Owner mailed questionnaires to all residents of her block and the block-front adjacent to the alley, explaining the nature of the project and asking for a reaction. She received 17 responses out of 36 mailed, 15 supporting the project and 2 opposing it. Four respondents offered to be the neighborhood sponsor.



West Seattle ADU

Architect:

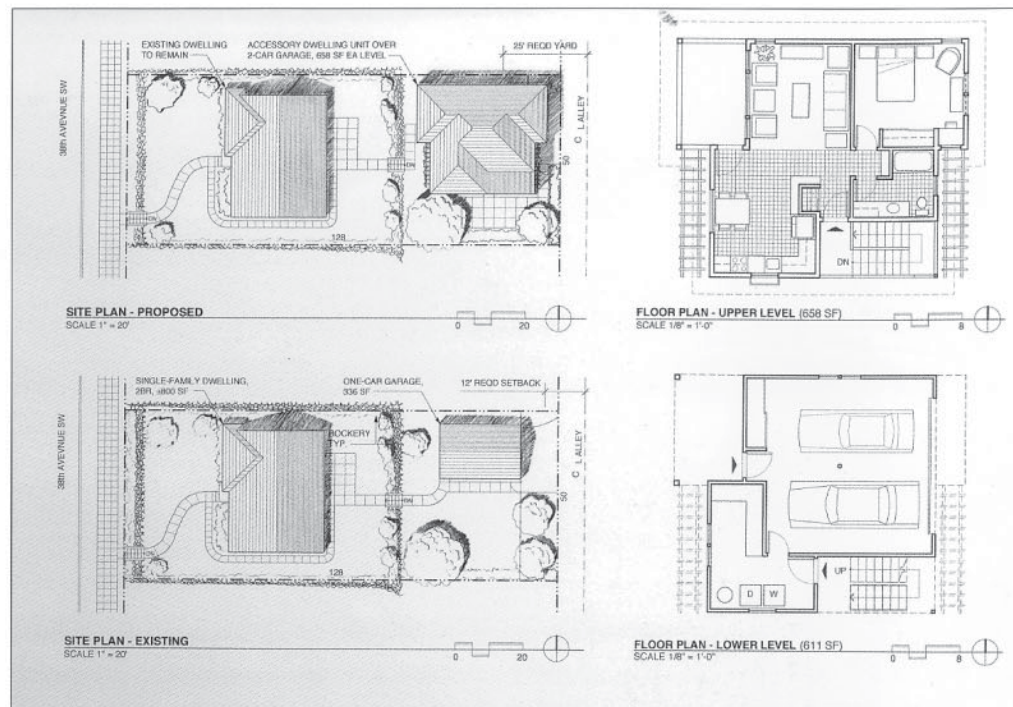
Thomas Eanes, AIA
Seattle, WA

Owner:

Deanna Egge
Seattle, WA

Neighborhood Advocate:

Larry Dowling
Seattle, WA



Charlestown Cottages Points of Demonstration

Project Location & Description

- 3710 – 21st Avenue SW
North point of Puget Ridge
- Seven lots, 25 ft x 100 ft. = 17,500 sq. ft.
- Zoning: 2 lots RS 9600 & 5 lots L-1

This nearly level property is adjacent to a steep green belt giving an exceptional view of the city and Elliott Bay. Road access is from the SW corner on a gravel driveway in the street right of way. This driveway splits to serve a house 12 feet lower on the opposite side of the street. Special features of this property are the view to the north, privacy, rural nature of the site and neighborhood, limited access from the SW corner, and close proximity to downtown. A new elementary school is under construction within five blocks making this a great site for families.

Housing Statement and Intention to Build

After reviewing code allowed housing types: Single Family, SF with Accessory Dwelling Units, Cottage Housing and L1 Townhouses; we determined that the Cottage Housing Ordinance, with modifications to size and height, would give the best framework to build a community of homes which take advantage of the unique features of this site. We intend to build and sell four 3 bedroom cottage type houses.



Cracking The Code

Proposal:

Modifications to Cottage Housing Ordinance

Size:

Increase size of cottage housing (area & plate heights) commensurate with increased open space.

Access:

Waive major improvements to street right of way due to topography and to maintain access to neighboring property.

Purpose:

Allow community and pedestrian qualities of a cottage cluster development for larger cottage type homes appropriate for families and of a size that is economic to build as land cost accelerates. The scale proposed provides a needed transition between the scale of single family & townhouses in L1 zones.

1. Increase allowable floor area — Code Section 23.45.005:

C2. The total floor area of each cottage shall not exceed either 4-5 1.70 times the area of the main level or nine hundred seventy-five (975) sf, whichever is less.

The total floor area of a cottage may be increased by 1% for every 2% increase of openspace (above 300 sf) up to a maximum of 1,275 sq. ft. not including area in an attic or loft of under 200 sf.

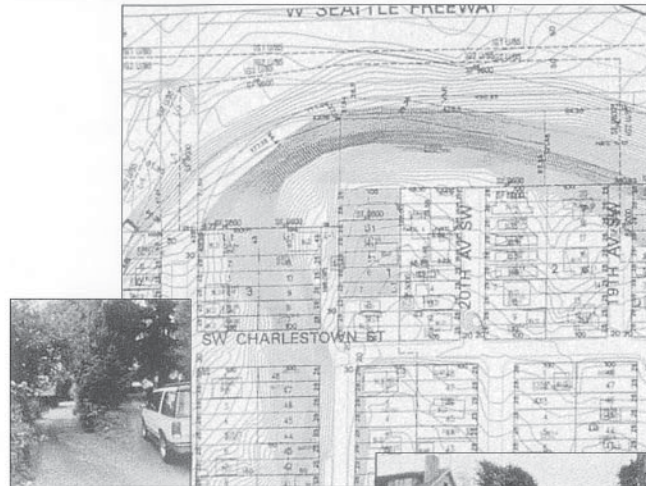
2. Increase allowable height — Code Section 23.45.009:

B. Cottage Housing Height. The maximum height permitted for structures in cottage housing developments shall be eighteen feet (18'). Height may be increased 1 ft for every 10% increase in open space up to twenty two ft (22).

C2. . . . Pitched roofs increased 5 to 10 feet depending upon slope (twenty-eight (28) thirty two (32), twenty-three (23) twenty seven (27) ft.

3. Increase allowable maximum footprint — Code Section 23.45.010:

For cottage housing developments, in addition to the limitations above of (lot coverage), the lot coverage for an individual principal structure shall not exceed six-hundred-fifty (650) seven hundred fifty (750) sf.



Neighborhood Acceptability & Consistency w/ Neighborhood Plan

The Neighborhood Plan is in the idea gathering stage and the following issues have received high priority.

- Promote home ownership.
- Retain green belts & wild life habitation.

Affordability Features

The four cottages will be sold at market rate. Prices are dependent upon the number and size of units and the cost of code requirements for site work related to access, utilities, fire hydrants, etc.

North Capitol Hill ADU Points of Demonstration

Project Location

2211 Federal Avenue East, on North Capitol Hill.

The reuse and expansion of an existing single car garage into a detached accessory dwelling unit. The property is a typical mid-block lot without alley access. The rear lot line abuts an L-2 zone. Bus service, shops and restaurants are nearby.

Housing Statement/Intention to Build

The owner, architect and builder are one in the same and shall construct this project immediately.

Expansion of an existing 240 s.f. garage into a 600 s.f. one-bedroom rental unit for single individuals or couples with limited income.

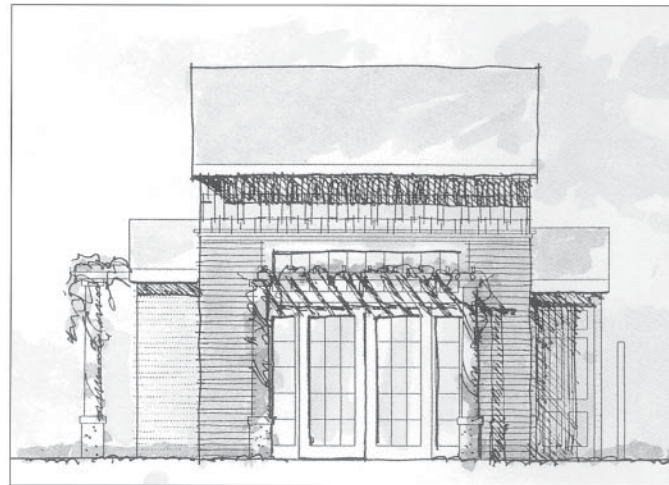
This proposal demonstrates that detached accessory dwelling units can gracefully increase the housing supply in our single family neighborhoods. Detached ADU's also offer increased privacy and security over most attached (in-house) units.

Affordability Features

Rent for a maximum of 80% of PITI (maximum monthly rent allowed) for one person or 70% for two persons.

Ease and affordability of constructing detached ADU's can be passed along to the tenant because:

- All infrastructure exists on the property
- Construction can be completed by homeowner
- The permit process is quick and inexpensive
- Owner occupied primary residence eliminates passing on the cost of a property manager to the tenant.
- Tenants can potentially barter chores for rent.
- Indirect savings to tenant by reducing the need for auto with on-site laundry, nearby retail and frequent bus service.
- Intended use of gas appliances will reduce tenant utility costs.



Cracking the Code

"They said it couldn't be done"

Current zoning code does not permit detached accessory dwelling units (23.44.041.A.4).

Permitting this accessory dwelling unit will offer a broadly applicable model for creating affordable housing. Detached ADU's offer:

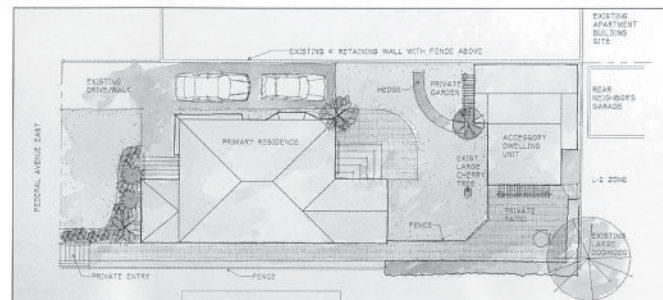
1. Privacy for both the tenant and the homeowner.
2. No reduction in the square footage of the primary residence.
3. Ease and affordability of construction.
4. Income for the homeowner. For these reasons, many homeowners may be motivated to transform unused detached structures into rental units, thereby, increasing the city's housing supply.

Current zoning code limits coverage of the required rear yard to 40% (23.44.014.D.6.a&b).

This proposal requires 55% coverage of the required rear yard. Our existing unbuilt backyard space far exceeds the minimum 20 foot rear yard

requirement. Therefore, increasing our rear yard coverage still allows for open, private yards for both residences. In addition, we have maintained a 3 foot setback between the new addition and the property line.

Current zoning states that the maximum height of detached structures with sloped roofs is 15 feet to the ridge (23.44.16.D.2).



This proposal requires 18 feet to the ridge.

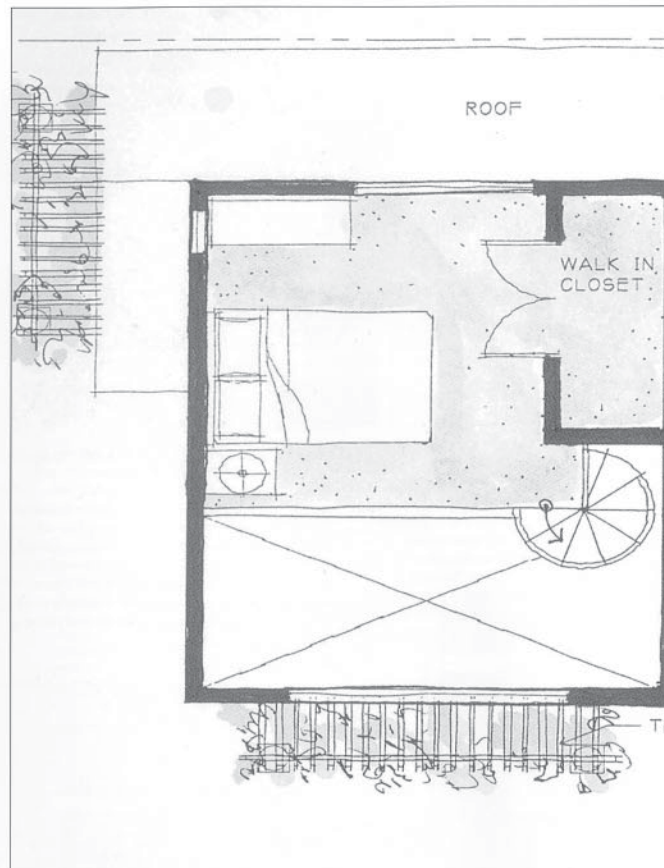
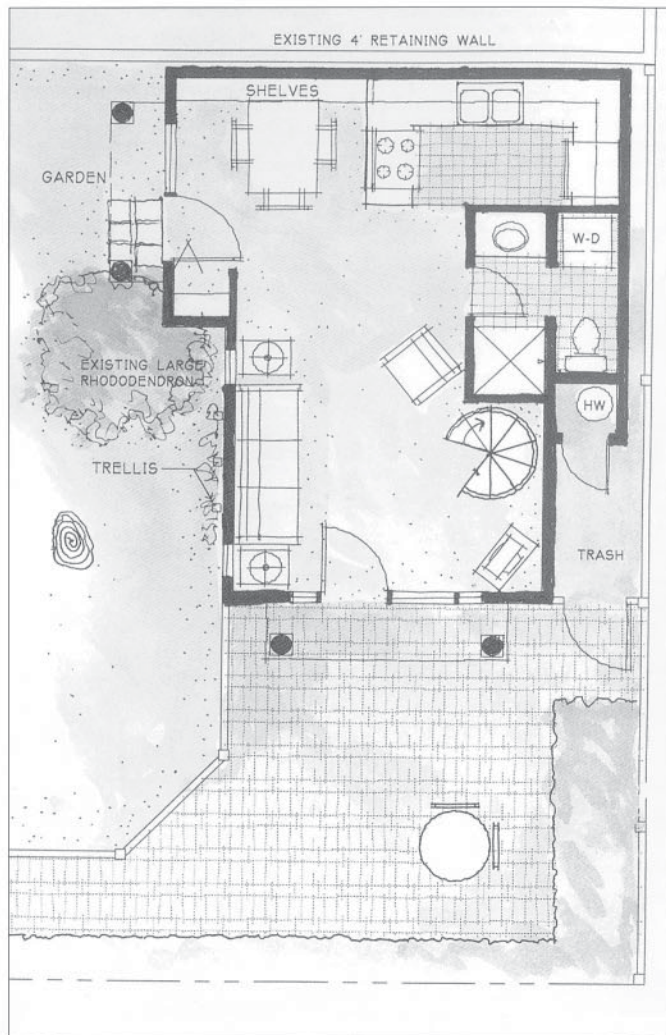
Permitting the ridge height of 18 feet will facilitate a partial second story with vaulted ceilings. Our particular design is modulated, such that the street facade continues to be less than 10 feet, stepping to 15 feet as the building recedes and then to 18 feet at the ridge. Our design also maintains a 3 foot setback from the rear property line to the new construction. Lastly, our rear property line abuts an L-2 zone.

Neighborhood Acceptability:

A detailed letter describing the process and our goals was hand-delivered to the following nine neighbors. We received extremely positive responses from many and have their support. We did not receive any negative feedback about our proposal. If any of the below neighbors do not agree with our proposal, they have remained silent.

Neighborhood Advocate:

We were able to discuss our plans with many of our neighbors, and all were in favor of it. Mr. Tony Pasqualini has agreed to be our official neighborhood advocate.



North Capitol Hill Conversion of a Garage to ADU

Architect:

Vincent Ferrese, AIA
Seattle, WA

Owners:

Vincent & Amber Ferrese

Neighborhood Advocate:

Tony Pasqualini

Project Summary & Jury Comments

"Just the kind of idea this program wants to encourage."

"If Seattle can pass a good ADU ordinance, maybe we should call it 'the Kelbaugh Law.'"

(A reference to architect/educator and author Doug Kelbaugh FAIA, a champion of alternative accessory housing for Seattle)

Should Be Built



Central District Mixed-use Building Points of Demonstration

Project Location

1141 through 1151 Martin Luther King Way. A corner lot approximately 14,000 S.F. at the intersection of two main arterials (MLK and Union) in the Central District of Seattle. The site is currently half vacant with the other half occupied by a 5-unit apartment building. Proposed new construction of 40 units plus commercial.

Housing Statement and Intent to Build

The Developer intends to use this site for a mixed-use building, which will include 40 rental apartments, and 3,750 S.F. of rental commercial space. The commercial space will be at grade creating a lid for three floors of residential apartments. The aim of the Developer is to cluster 5-7 residential units around shared open spaces/gardens to create small communities within the building. Though the site is currently zoned L-2, the new Central Master Plan shows this property changing to NC2-40.

The 3,750 S.F. of rental commercial space will be subdivided into approximately 10 retail storefronts with 13 related parking spaces.

The 40 rental apartments will consist of:

- 9 2-bedroom units of approx. 840 S.F. Duplex/Townhouse design with 9 related parking spaces.
- 31 "Single Person Homes" (see definition below) 286 to 425 S.F. with 9 related parking spaces.

Targeted populations range from single people eager to have a private living situation at an affordable rent, to couples, families with children, and "empty nesters." Income levels projected for tenants are from 60% to 80% of median with maximum incomes to be no more than 115% of median. If possible, we shall apply for a property tax abatement to assist in buying down the rents to more affordable levels.

Affordability Features

A key feature is the creation of a new building type — the "Single Person Home." These are studio and 1-bedroom units, each with their own bathroom and kitchen, and each with the elements normally found only in single family homes i.e. private outdoor spaces, front door access off communal open/garden space, and window exposure on three sides. For these "Single Person Homes" the Developer will provide 9 parking space for 31 units, thus bringing the unit cost down through reduced construction cost for parking. The site is adjacent to 2 bus lines and is projected that most people will either use mass transit, bike, or walk. Finally, through value engineering, additional cost savings will be realized. The Developer is also Architect, and Builder, thus efficiencies in fees and overhead costs are also realized.

Cracking the Code

"They Said it Couldn't Be Done"

There are two main zoning issues, which this project challenges. Firstly, the site is currently zoned L-2 and has stood vacant and in disrepair for many years because of its inappropriate zoning. As an L2 lot, all that can be built is 11 units of housing on 14,000 S.F. of land! Through working with the neighborhoods and the neighborhood planning process the Developer has convinced the CAAPIT Planners that NC zoning would

allow the lot to be developed to its maximum potential with no residential density limits. Thus, if the new zoning is approved, there could be 40 units of rental housing as well as 10 new neighborhood shops. There are many lots throughout Seattle with this potential if their rezoning and development is supported by their neighborhoods.

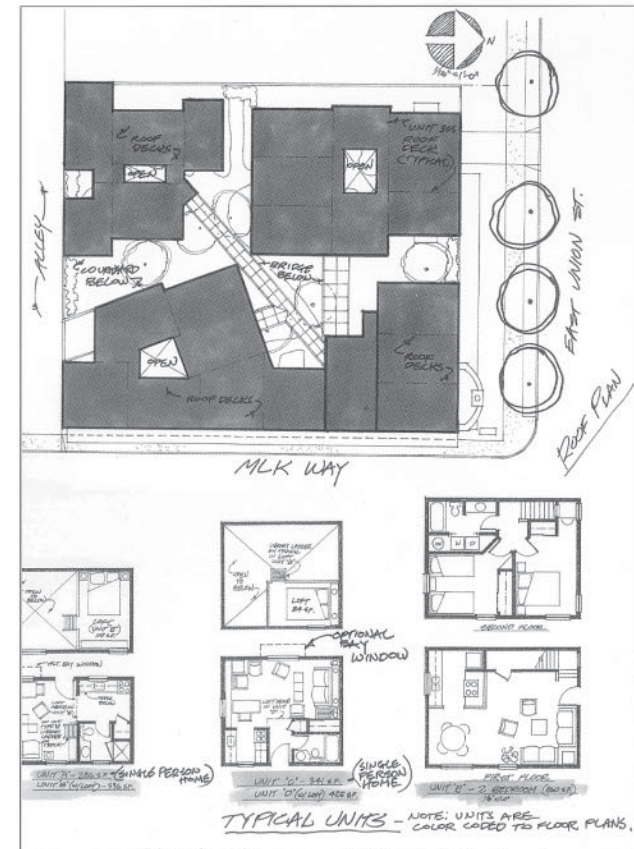
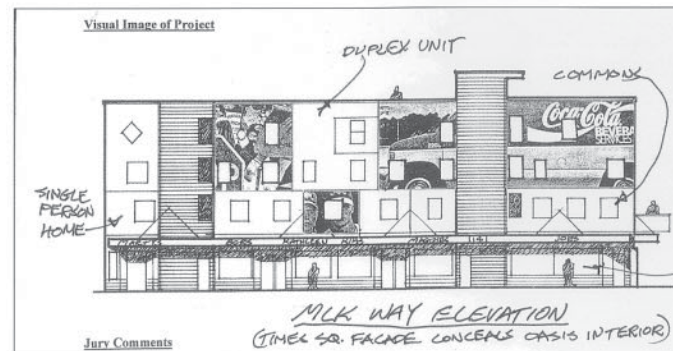
The second zoning issue challenged by this project is the creation of a new building type — the "Single Person Home." Under current zoning regulations, any residential unit regardless of its size requires a minimum of one parking space per unit. Only in congregate housing is this ratio of one to one reduced. In Congregate housing (many examples exist around the UW), only one parking space is required for every 4 "rooms" if the building meets certain other criteria. Firstly, the rooms or units must be clustered around a shared kitchen. Secondly, the rooms cannot have their own range or cooking appliance, although they may still have their own refrigerators, bathrooms, and micro-waves.

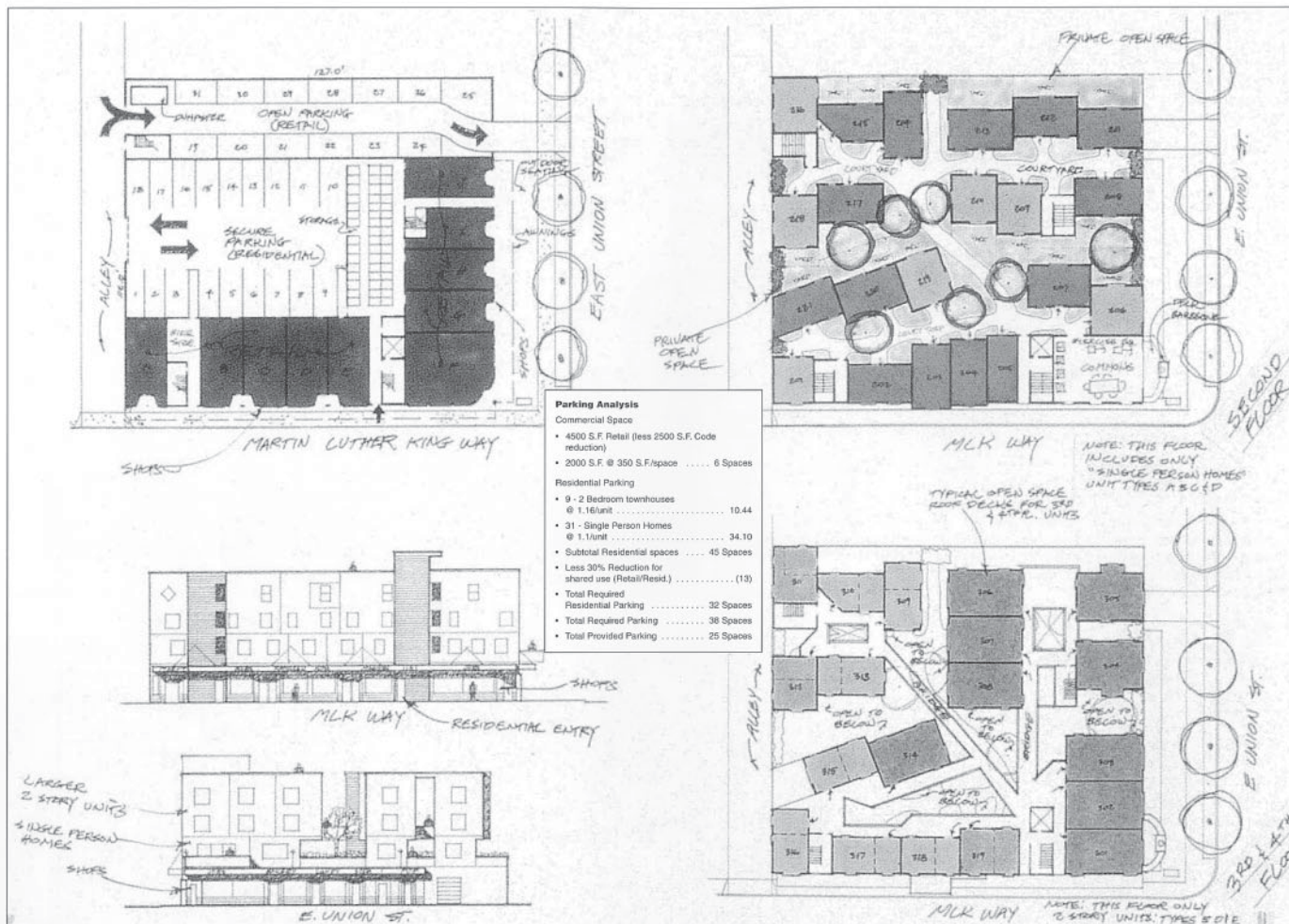
What the Developer is proposing, is that the 31 "Single Person Homes," each between 286-425 S.F., will feel like little houses, have their own kitchens, baths, and private patio/garden and not share a common kitchen. At the same time we propose that these homes have 9 parking spaces for 31 units — thus saving the cost of providing 22 additional parking spaces which will not be used. The savings in space will allow us to provide more units, and the savings in construction cost will be passed on to the renters.

Neighborhood Acceptability/Consistency with Neighborhood Plan

The rezoning of this site was first proposed to the abutting neighborhood community councils about 8 months ago. The rezoning was supported by these communities with the provision that all levels above the first story be residential. Following the agreement with community concerns, the rezoning was included in the Central Area Plan. The proposed project and rezoning has been published

numerous times in neighborhood newsletters, and has been discussed at Community Council and CAAP-IT public meetings. A member of the Madrona Community Council is part of the Design Team and another Community Council member was selected to be the Neighborhood Representative. In reviewing the proposal for this rezoning, the Planning Consultants found it to be consistent with the Neighborhood Plan.





Central District Mixed-use Building

Concept Design:

Maggie Aspland, Owner's Rep.

Robert Foley, Landscape Design/Civil Engineering

Joe Hurley

Marty Liebowitz, Architect

Kim Pham, Architect

Kathleen Roark, Designer

Seattle, WA

Owners:

Madrona Enterprises, Inc.
d.b.a. The Madrona Company

Neighborhood Representative:

John Capps



Woodlawn Cottages Points of Demonstration

Project Description

- **Street Address:** 3416 Woodlawn Avenue N.
- **Neighborhood:** Wallingford

Description of Community

Transitional between Commercial/Industrial to the South and West to Single Family Residential to the North and East

Description of Site

Three combined lots set behind the Essential Bakery (formerly Oroweat) between Woodlawn Ave. N. and Evanston Ave. N. Single family residences abut the property to the north. The property is 228' from street to street, with street frontages of 60'. The site slopes up from the west property line, allowing views of Lake Union and the Downtown skyline to the south over the roofs of the Bakery buildings.

Description of Project

Three tandem houses are proposed, fronting off a private interior road running behind the Bakery building connecting Woodlawn and Evanston. Parking for residents is provided in a single below grade structure, and private open space is arranged between the paired dwellings.

Housing Statement

Community Goals

Introduce attractive context-sensitive higher density owned housing, along with the possibility of Design Review, for transitional areas currently zoned Single Family.

Project Goals

To insert higher density owned housing into a transitional lot that is currently impaired by proximity to commercial buildings to the South, West, and Southeast.

Intention to Build:

Project team developer, contractor, and architect have been seeking to cooperate on high density owned housing for several years. Owners fully intend to build the project if chosen, and to pursue other similar projects in the future.

Affordability

Approach to Affordability

Increased density, shared wall construction, common garage, and shared site development combine to lower construction costs and land cost per residence. The goal is to make the project affordable in the neighborhood where home prices now average \$291,500.

Target Population

An approximate average sales price of \$250,000 puts the project within reach of median 2-person households.

Points of Demonstration

Land Use Issues

Propose contract rezone to allow for transition from more intensive zone to less intensive zone. Proponent suggests that Tandem housing ordinance is most appropriate land use category on which to base contract rezone.

Propose either condominium or townhouse platted ownership. Proponent will work with DCLU to identify most viable approach to ownership.

Proposed development would require departures from Tandem housing standards for the following:

- Lot Area per Unit (1 unit per 2,500 sf allowed/ 1 unit per 2,280 sf proposed).
- Number of structures on individual lot (2 structures allowed/3 structures proposed).
- Height measurement method at area of below grade parking.
- Clarification of front and side yards.

Neighborhood Acceptance & Consistency with Community Planning

Community Acceptance

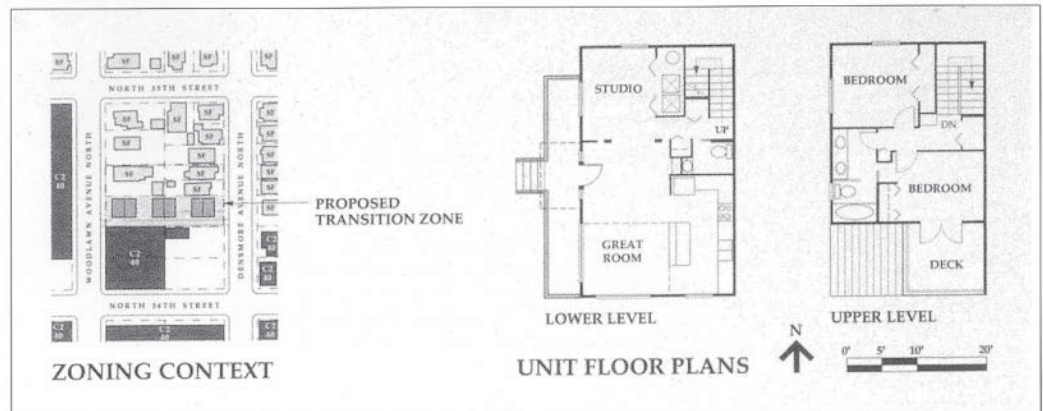
Neighboring property owners have endorsed the concept of the plan. In addition, surveyed neighborhood residents have responded unanimously in support of the project. However, we have yet to make a formal presentation to the community.

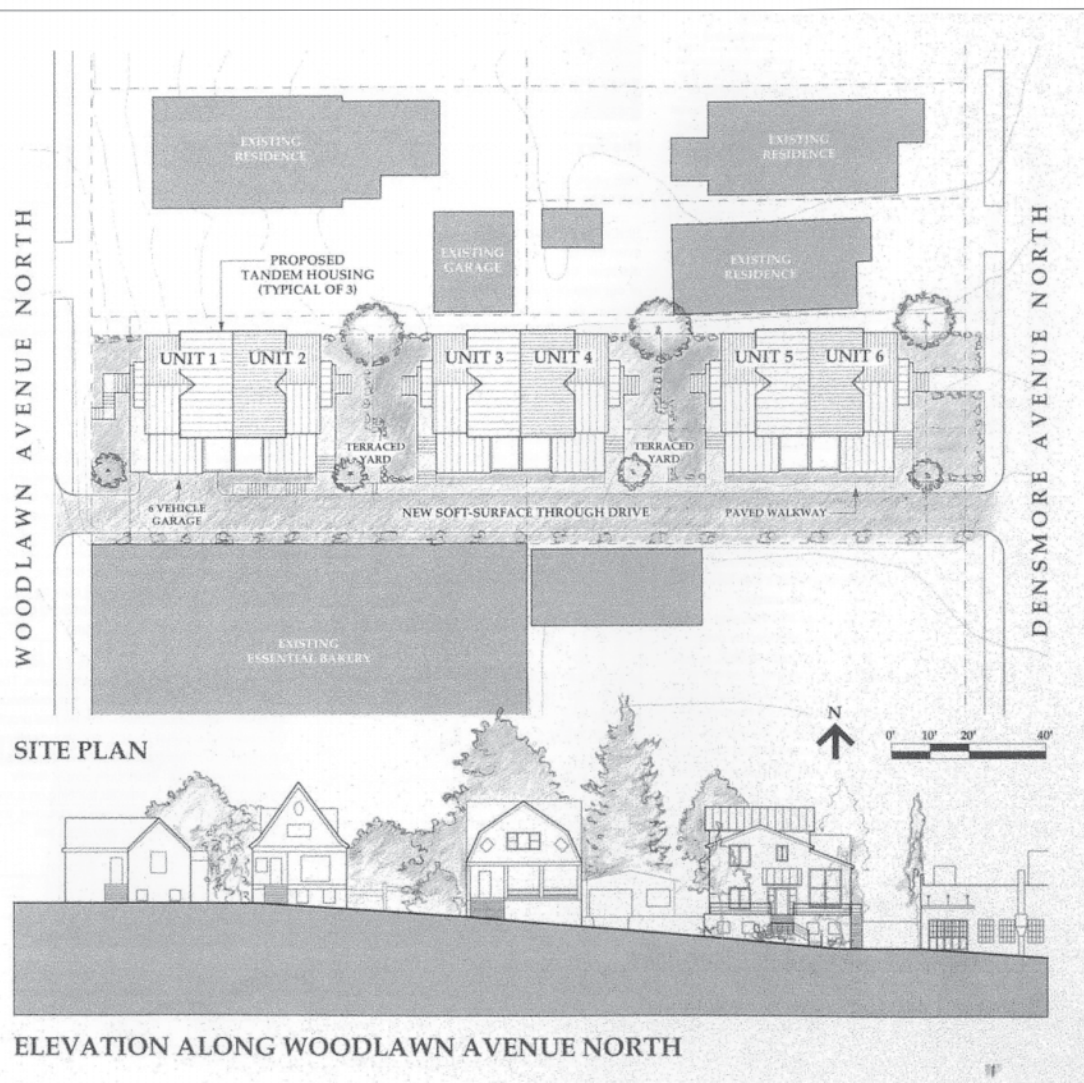
Neighborhood Planning

This project meets all of the (applicable) stated goals of both Wallingford's Housing Workgroup and subsequent Neighborhood Plan. The project would:

1. Increase types of housing, affordability, and homeownership opportunities
2. Ensure quality residential development that enhances the neighborhood
3. Focus residential growth along commercial corridors in higher density projects, thereby protecting the neighborhood.

Project Image





Woodlawn Cottages

Project Architect:
Johnson Architecture & Planning
Seattle, WA

Project Sponsor:
The Teutsch Partners

General Contractor:
Flip Builders, Inc.

Neighborhood Advocate:
Kris von Oy



The Prospect Project Points Of Demonstration

Project Location

This project is located on the ridge on top of the I-90 Tunnel, in the "Thumbs Up!" neighborhood, at 1326 30th Avenue South (on the corner of 30th Avenue South and South Irving Street). The townhouse in question is one of a pair of townhouses originally completed together in December 1997.

Housing Statement and Intention to Build

Currently one household is served by each of the two townhouses.

Successful completion of this project would allow one of these particular townhouses to serve two households by adding an "ADU." This would create a typical single family + ADU situation with one dwelling unit owned and one rented. The smaller dwelling unit on the ground floor would be the "accessory dwelling unit."

Should this proposal prove successful, we will move with all appropriate promptness to go ahead and install a kitchen sink, small stove, and refrigerator!



Two views of the Prospect Townhouses
(Bottom photo by Ben Benschneider and the Seattle Times)

Affordability Features

This proposition is based on the idea that housing will become more affordable if the overall supply is increased, both by increased density and by the provision of accessory dwelling units. There is much agreement that establishment of "accessory dwelling units" could provide the quickest, most affordable, and most friendly supply of affordable housing units that there could be. We think that Seattle's unique topography is suitable for development of "custom townhouses" with Accessory Dwelling Units. This would allow a household to own a potentially less expensive version of single family housing, a townhouse, and to support that ownership by renting out an ADU, providing another affordable unit. An ADU in this situation would rent for about \$500/month. This would be affordable for a single person earning \$18,000/year which is 45% of median income.

Cracking the Code

"They Said It Couldn't Be Done"

Seattle Municipal Code (SMC) Section 23.44.041 "Accessory Dwelling Units," is too restrictive and needs to be changed in several ways to allow greater provision of this type of affordable housing. The section allows accessory dwelling units in "single family dwellings." But isn't a townhouse a "single family dwelling?"

Our project specifically asks that the definition of a "single family dwelling" be changed in SMC 23.44.032 "Residential Use" #9 so that it would include short-platted townhouses which are ground-related single family houses that happen to be built right next to each other and are often connected by flashing. The definition currently reads:

"9. "Single-family dwelling unit" means a detached structure containing one (1) dwelling unit and having a permanent foundation. The structure may also contain an accessory dwelling unit."

We propose that the term "detached structure" would be qualified by an additional phrase so that the definition would then read:

"9. "Single-family dwelling unit" means a detached structure, or a short-platted townhouse or rowhouse, which shall be structurally separate, but may be attached with flashing or siding, containing one (1) dwelling unit and having a permanent foundation. The structure may also contain an accessory dwelling unit."

Neighborhood Acceptability/ Consistency with Neighborhood Plan

We have had three major "open-house" events at our project wherein we have explained our proposal to create the ADU. The first event was on January 1, 1998 and included friends, all the neighbors, and people from all over the community. The second



event was an evening event and broadened the invitation to people from other neighborhoods. The third event was a very large open-house occasioned by our project being recognized as the Seattle Times / AIA "Home of the Month." Anyone in the Seattle Times readership area was invited by an article in the Sunday paper entitled "Townhouses Are Good Dense Infill-Housing Option." That open house was attended by over 1,000 people. We can furnish copies of their "Home-of-the-Month" ballots that they filled out at that open house. We raised the ADU issue at these events and pointed to our project as a case study example. We handed out over 300 articles and book excerpts on ADUs. We found almost universal support of the concept in general and of our project specifically.

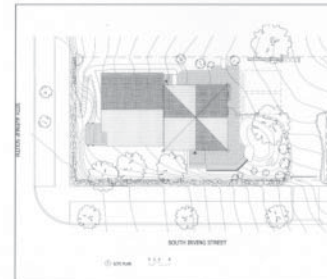
We are fairly long-term residents on this block (13 years), we know virtually all the neighbors (e.g. Brogan is the block watch captain), and we are committed to making the neighborhood better. Our project is consistent with the neighborhood plan in that we are zoned L-1 and we are surrounded by properties zoned L-1 and L-2.



History of the Project

This whole project started when Mrs. W. offered to sell us her old house.

She wanted to move, so we bought the house, even though it had no foundation and was in some disrepair, because we wanted to build an example of our idea of quality housing...



The lot is 45' x 100' or 4,500 Sq. Ft. We would have been allowed to build 3 units there but in 1989-90 the area's zoning was "re-mapped." This re-mapped version of L-1 down-zoned our lot and made it possible for us to build only two units at 1,600 sq. ft. of lot area /unit, with a relatively low 25' wall plate height. (If we had only 300 sq. ft. more of lot area we could have still built 3 units under this re-mapping. But the re-mapping left us a mere 6% short of lot area!)

On the other hand if we had allowed our lot to be down-zoned to single-family we could have built a much bigger bulk building with a 30' wall plate height(!) and included an accessory dwelling unit no-questions-asked, still two units, but in a much bigger building.

But we decided to build a duplex instead. When we were halfway finished building, we decided to apply for a short-plat to turn the duplex into two townhouses. We did this for several reasons.

Townhouses

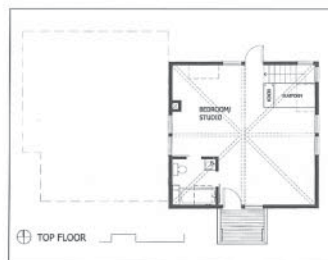
Historically, townhouses have been a prolific and varied type of urban housing in cities all over the world. From the "brownstones" in New York City to the row houses of Amsterdam, London, Boston or Philadelphia, many of these townhouses traditionally include accessory dwelling units.

The Seattle Municipal Code (SMC) defines a townhouse as:

"SMC 23.44.038 "T."

"Townhouse" means a form of ground-related housing in which individual dwelling units are attached along at least one (1) common wall to at least one (1) other dwelling unit. Each dwelling unit occupies space from the ground to the roof and has direct access to private open space. No portion of a unit may occupy space above or below another unit, except that townhouse units may be constructed over a common shared parking garage, provided the garage is underground."

The term "townhouse" sometimes gets confused through its association with condominiums. The important distinction for us is that the townhouse is on its own little piece of land, its own real property. This makes it a better investment as a dwelling than a condominium, but this also means that it's a more affordable version of essentially single-family housing because it's a smaller building on a smaller lot. If an accessory dwelling unit is included, the townhouse becomes more affordable still.



Site Design

One townhouse is shingle clad and faces west, even though its entrance is on its east side. This makes it possible for us to have yet another entrance on the west side which can be used for a home office, or in this proposal, as an entrance to an ADU underneath.

The slope allows both the townhouse above and the ADU below to be ground-related.

The other townhouse is metal clad and faces to the south.

We also take advantage of the slope to step the townhouses down the hill, complying with the height limit and improving the views.

The height of the lot above the sidewalk (and the resulting steep slope created due to the original street cut) make it reasonable to enter the two principal townhouses from the parking area. This is also suitable for pedestrian approach because it is on the uphill side (less slope) and closer to the bus line on 31st Avenue South.

Pursuant to SMC 23.44.041.A.7, we would request that the need for an additional parking space for the ADU be waived because, (1) we're not in the U-District or Alki, (2) the topography is steep, (3) adequate parking exists on the street, and (4) the bus line is half a block away.

Seattle is anything but flat, and Seattleites probably don't want townhouses to all look alike. So our idea was to explore a "custom townhouse" concept to try to see how it could work in Seattle's varied topography.

We think every site in Seattle is unique, and just as "craftsman bungalows" have been adapted to the variety of topographies here, so too can townhouses. Our lot proved to be an ideal test site for this hypothesis.

We were able to orient the two townhouses in two different directions because of our corner lot. We gave each its own architectural character.

A primary goal for this project was to build two high quality townhouse buildings, using good materials and creative detailing. The city of Seattle should seek to provide incentives for building quality, not just code compliance. We want this city to continue to be recognized as having a high quality housing stock, as opposed to housing shlock.

One incentive could be favorable code interpretation when quality projects merit consideration as "design demonstrations" that can be held up as examples.

Another goal here was to provide differing plans that might offer a different fit for some of today's varied households, as opposed to a formulaic rubber stamp plan based on some demographic marketing mean.

At the same time, there is currently a tremendous demand for affordable housing units in the city. With a modicum of latitude in the Municipal Code, we could simultaneously provide both good quality and increased quantity of housing here. A simple addition of an accessory dwelling unit in this project would provide an affordable housing unit for someone in need.

This is a simple and straightforward proposal. Only the current definition of a single-family dwelling as being necessarily detached prevents the addition of an ADU to a townhouse. We are not asking for a drastic change in the code with this proposal, but are simply trying to maximize the flexibility of the townhouse form when conditions warrant. Such a code change would not overwhelm the city with new requests for ADUs, but it would provide a creative housing option for a city that needs more affordable housing units. This proposal also adds a dwelling unit with very little effect on the surrounding neighborhood.

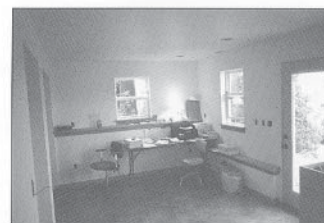
We think if Seattle is to try and have a rule for everything, then Seattle has to recognize a huge variety of specific circumstances and details. The wheels need to grind very fine in recognition of complexity or we risk over-simplification.



Well-crafted (Ceiling Framing)



Imaginative Use of Materials (Deck Rail and Scupper)



"Ancillary units, or second units, create affordable rental units without changing the character and quality of single-family areas. They can also serve to offset housing costs for the primary unit, provide needed space for a teenager or elderly family member, or act as transitional housing. Ancillary units can be provided in residential areas, either as part of the primary home or above a garage. Development fees should be waived in recognition of the larger benefits by this type of housing. . .

. . . Ancillary units are strongly encouraged to provide rental housing opportunities and to meet the increasing demand for a variety of housing types. They also increase the density of an area without changing the pattern of single-lot private ownership which traditionally has a very strong market. As a source of affordable rental housing they avoid the "institutional" character of many apartment projects and the segregation of low-income groups."

— Peter Calthorpe,
The Next American Metropolis, 1993.

The Prospect Project

Architect:

Jonathan Reich AIA, Architects
Sandy Stannard, AIA
Brogan Thomsen

Seattle, WA

Owner:

Sounds Good

Neighborhood Advocate:

Dale Rowe

Project Summary & Jury Comments

The homeowners seek to modify a property originally featured as a Seattle Times/AIA Home of the Month, to add access and plumbing/appliances to furnish a small living unit. The project offers a worthwhile challenge to the current ADU code, which does not allow ADUs within townhouses.



This is a proposal to simply install a second kitchen in an existing short-platted "single-family townhouse" in order to create an "Accessory Dwelling Unit" or "ADU."

Installing a few kitchen fixtures seems pretty insignificant in the bigger scheme of things — that is, after building this whole place...



Bob's Hardware Project East Capitol Hill Points of Demonstration

Project Description

514 19th Avenue East
Seattle, Washington

Currently a mid-block vacant lot with an alley in an NC1-40 zone in the east Capitol Hill neighborhood. We propose new construction of 23 units, including live/work units.

Housing Statement and Intention to Build

This project is designed to provide several unit types for different buyers, in a building that fits into the neighborhood. It will be sold as a condominium development. The units are targeted to singles and couples and will consist of 3 townhouses, 18 two-level one bedroom units with high ceilings and built-ins and 2 live/work units located at the street level with mezzanine living lofts accessing the courtyard level with the rest of the community.

Affordability features

We expect to sell units in the building to single buyers and couples. While the building would serve children's needs, the market report does not support a market among families with children for this product type in this neighborhood. The majority of the units will be for buyers earning between 100 and 115% of the area median income. The townhouse units and live-work spaces, if sold to couples will serve the 132% of median income level. The live/work spaces will double as a places of business and thus increase the actual affordability.

These levels of affordability are achieved through the density of units on the property and by making the 18 one bedroom units compact, but designing them to be spacious-feeling and to function well.

Cracking the Codes

Commercial Space Designation

Currently the code does not allow residential use in areas of a building required to be street-level commercial. Allowing live/work spaces will provide a round-the-clock presence on the street side of the building. This enhances safety and encourages "ownership" of the street by the owners of the live/work space. The track record of larger, single tenant commercial spaces in mixed use buildings like this has not been a good one. Much of the street level commercial space is vacant or has a high turn-over rate. Many professionals and small service businesses would like to have a combined unit, for many reasons.

Parking

Parking for this building is reached from the alley and is a combination of standard, tandem and handicapped spaces. The code requires a ratio of 1.1 parking spaces per unit. The garage contains 1.3 spaces per unit for a total of 30 parking spaces including 10 tandem spaces. Given the location of this building on a bus line and close to other major bus service, tandem parking makes sense. Tandem parking works when both spaces are used by one household, or when keys are given to the other party sharing the tandem stack of spaces.

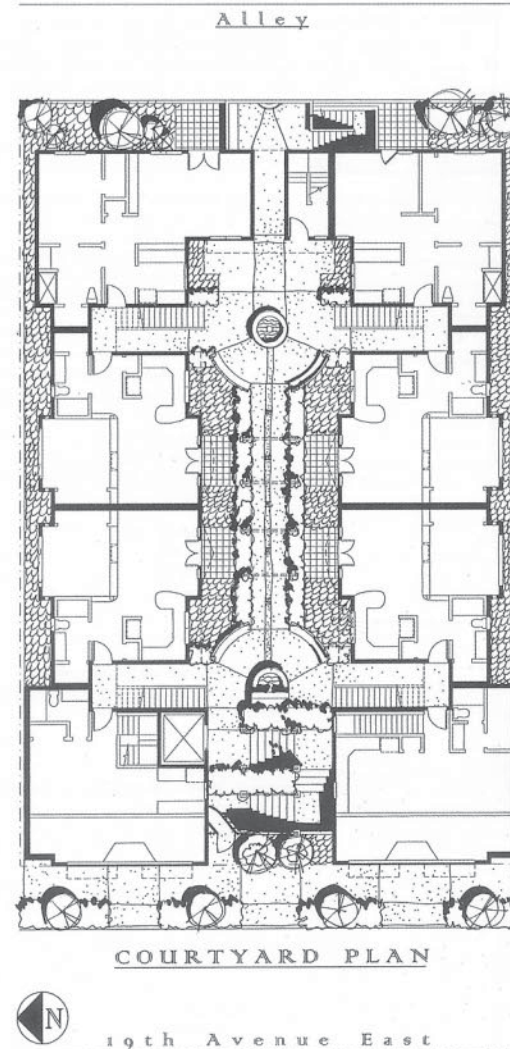
Density

While this project is within the zoned density and lot coverage requirement, the developer seeks to demonstrate that small, appealing units do have a ready market among buyers and that buildings of this density can be very good neighbors. Current density restrictions in the low-rise zones makes these small, efficient and affordable starter condominium units impossible to build. The developer would like to open a dialogue with the city and with neighborhoods about the role of the density limitations in removing entry-level ownership units from the market and forcing people who could be buyers to remain renters or to move out of close-in transit-oriented neighborhoods.

It is the intention of the developer to maintain voluntary demographic, employment and transit use data on the buyers for five years to further bolster the idea that this kind of housing is necessary to our community and that these entry-level buyers are responsible and make good neighbors.

Neighborhood Acceptability/ Consistency with the Neighborhood Plan

The developer has posted a large sign and handout box on the lot explaining the proposal in its early stages, giving the names and addresses of two recent projects in the neighborhood, noting the expected schedule and price range and inviting the neighborhood to attend the Design Review Meetings and/or call the office to talk about the project site and the proposal. The adjoining business owners have also been contacted in person and told about the concept, the developer and the schedule. The developer has been responsible for two, well-accepted projects in the neighborhood.





SITE SECTION - Looking North



WEST ELEVATION



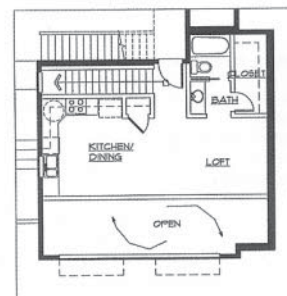
Street Front - 19th Avenue East



PLAN - Townhouse Unit



PLAN - Studio Unit



PLAN - Artist's Loft

Bob's Hardware Project East Capitol Hill

Architect:

Paul Pierce
Robert Dalrymple AIA,
Dalrymple & Associates
Seattle, WA

Developer:

Threshold Housing

Project Summary & Jury Comments

While the jury had reservations about the design in its context, they commend the example of first-floor live-work units which have gained adherents and acceptance recently in several neighborhoods.

"Tandem parking" makes good sense in the right situation.

H o n o r a b l e M e n t i o n



Ravenna Cottages Points of Demonstration

Ravenna Cottages 6318 5th Avenue North, Ravenna/Greenlake neighborhood. Three and a one half lots, mid-block, currently occupied by one worn rental house, paved alley in the rear. New construction of 6 cottages and 3 carriage house units

Housing Statement and Intention to Build

The neighborhood surrounding this site is predominantly bungalows and "salt and pepper" 1 story homes. Lots are small and the homes are well-tended. Transit into the heart of downtown is very convenient and many recreational amenities and services are within walking distance. This project was designed to provide new cottages that would serve small households. The garden in the center of the cottage cluster is visible from the street. Early in the design process it was clear that the courtyard needed to be buffered from the noise from the I-5 freeway. Carriage units were proposed for the roof of the covered parking structure to provide a barrier to the sounds.

Unlike the Pine Street Cottages which were 400 square foot, one bedroom units, these new homes were conceived to be more flexible in the range of buyers they could serve. The two story, 2 bedroom, 1 bath homes could serve the needs of a single person, couple, single parent with a child or a young couple just starting a family. Detached, new construction two bedroom homes are rare in Seattle and the Greenlake/Ravenna neighborhood seemed a perfect place to build.

The carriage units provide another level of affordability while still providing a bedroom, bath and combined living/dining/kitchen great room and a large, standing height loft. These units could appeal to many of the same buyers as the cottages, but at a lower price. This proposal provides one parking space per unit. Its close proximity to transit, amenities and services makes this community well-positioned to serve one car (or no car) households.

This property is under contract contingent upon entitlement to build. The sponsor will proceed immediately with this project upon approval.

Affordability features

This community can serve a wide variety of affordability levels. With sales prices for the cottages expected to be \$180,000 they could serve affordability levels of 112% of median for a couple with a child. The carriage units could attract a couple at 100% of median income or a single buyer earning 114% of the median income.

The project achieves these levels of affordability by using the site efficiently and developing the carriage units for increased density.

Cracking the Code

This project departs from the requirements of the code in five areas.

Density

The site, under current zoning can only accommodate 2 homes. These new homes under a traditional scenario would be large and sell in the range of \$285,000 to \$385,000. This proposal increases the site density from two homes to nine. The Ravenna Cottages will provide homes that are compatible with the scale and make-up of the neighborhood, to a wide variety of buyers.

Rear Yard

Because of the intense use of the site and the carriage units over the garage structure, the project is built to the edge of the alley, without the required 25' rear yard setback from the center line of the alley. The setback would remove the possibility of providing carriage house units.

Building To Code/Building Setback

This project proposes to use the UBC separation of 6' between on-site buildings to allow the buildings to be more tightly clustered and to achieve greater efficiency in land use. The "side yard" setbacks to the neighboring properties are the required five feet.

Front Yard Setback

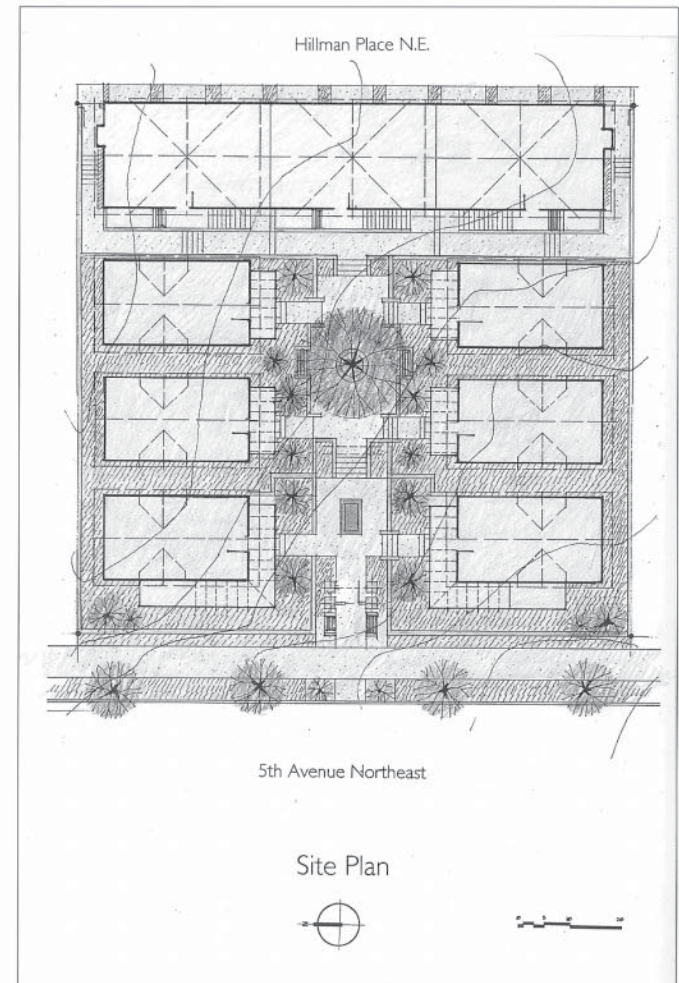
The code allows the front yard to be determined by averaging the adjoining properties. That averaging process would yield a front yard setback of 15'. This project proposes a front yard setback of 10'. This is not unusual for the neighborhood and in fact is the setback of other homes on the surrounding blocks. The front yard of this cottage community will be very visible and landscaped like a traditional garden, fenced with a 4' board or picket fence. An arbor will cover the entrance gate/post box structure. It will be an inviting neighbor. The cottages toward the street will have porches that wrap around into this yard to encourage interaction between the residents and the pedestrians on the sidewalk. The 5' of space that is being claimed in the proposed reduction in front yard is needed to accommodate the cottages and carriage house structure.

Detached Structure Accessory Dwelling Unit (ADU)

This proposal incorporates 3 ADU-style units over the garage structure. Seen as ADU's these units cannot be located in a separate structure.

Neighborhood Acceptability

Two focus groups, comprised of residents from the surrounding community, were held last month. The issues raised by urban development, density, housing and transportation were explored. This project was presented at the end of both sessions. There was total support for this project.



Ravenna Cottages

Architect:

Paul Pierce
Robert Dalrymple AIA,
Dalrymple & Associates
Seattle, WA

Developer:

Threshold Housing

Project Summary & Jury Comments

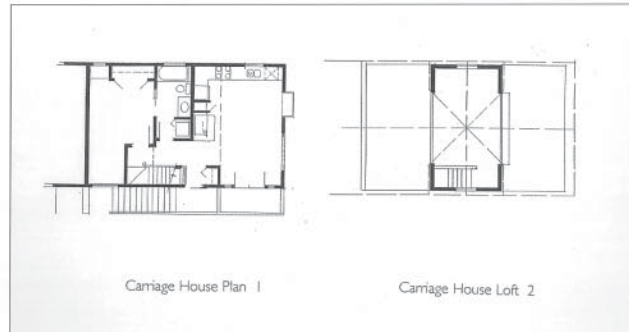
Proposing 9 units in a site currently allowing two, this project seems "a worthy experiment, with enough radical innovation to justify a risky attempt." On the plus side, it offers two different types of units, extending the range of price levels offered, with a mix of cottages and carriage house units on a single site.

"This project suggests the real value of design review as a means to understand and ameliorate context concerns."

Should Be Built



Carriage House Elevation at Hillman Place N.E.



Carriage House Plan 1

Carriage House Loft 2



5th Avenue NE Elevation



Site Section - Courtyard Elevation



Madison Valley Cottage Housing and Mother-in-Law Units Points of Demonstration

NW corner of 29th Avenue East and E. Pine Street in the Madison Valley neighborhood. Corner lot, currently occupied by a duplex in need of repairs. New construction of 4 cottages and a mother-in-law apartment-style unit with a total of 5 units.

Housing statement and Intention to Build

Owner desires to build and sell "Pine Street Cottage" style homes. The project designer used the cottage housing ordinance to develop a formal garden site plan and to locate an additional unit over the garages. Site will be landscaped with trellises and garden flowers.

Affordability features.

The house plans will be flexible enough to provide two unit plans. The standard plan will have two bedrooms and two baths. The ceiling over the living room, dining room, kitchen area will be 2 story. The alternate plan would add a third bedroom over the kitchen and dining rooms. Buyers of the cottages will be anyone from a couple (113% of median income) to a family with three members (101%). These houses could serve single parents due to the fenced site and areas for children to play. Even the upstairs unit could accommodate more than one person because in addition to one bedroom and a loft, it will have two outside decks on the roof of the garage, one off the living room and one off the master bedroom.

These affordable prices come from the higher number of units on the lot and the lot price based upon the existing revenue from the rental units. The zoning is SF5000 and the duplexes are grandfathered.

Cracking the Codes

Number of units

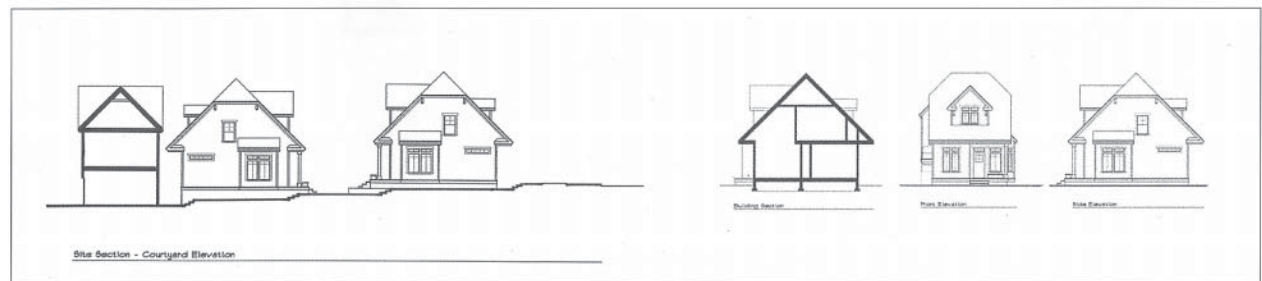
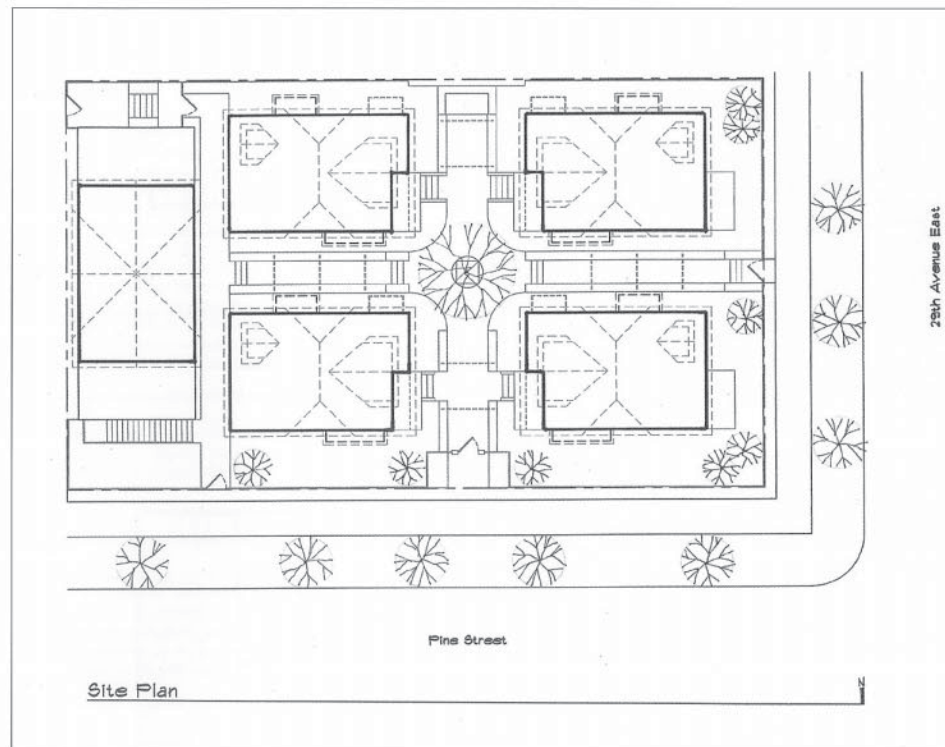
- This lot is zoned for only one house. This development would provide five.
- Mother-in-law unit over the garage.
- Under current code mother-in-law apartments cannot be over garages.

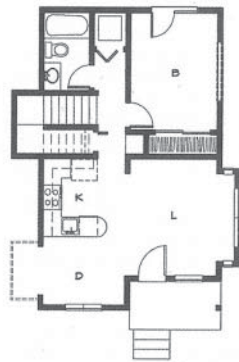
Yard setbacks

The setbacks on the front yard (it's a corner lot) does not conform to the code requirements. This proposal uses front setbacks of 10' and a side street setback of 10'. The code requires 20' in the front and 10' on the side street setback. The garage is placed on the edge of the alley, without a setback, where the setback requirement for rear yards is 25' from the center of the alley. This development uses the lot more effectively that the existing zoning to house people. The cottages will have landscaped yards and walks that will provide all the beauty of a garden that would be in a yard, but there are homes for more families. Since it's on a corner, the site has more street exposure to get sunlight and outlook, and it has only one neighbor. On that side the development provides the required side-yard.

Neighborhood Acceptability

We have contacted neighbors and surrounding business owners who are very supportive of the proposed project. Also, a similar project, The Pine Street Cottages done in the early '90s, is very popular.





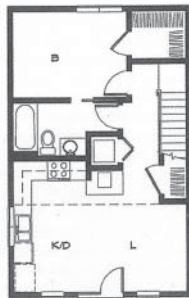
Floor Plan 1



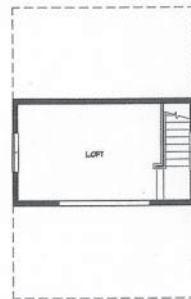
Floor Plan 2



Alt. Floor Plan 2



Carriage House Floor Plan 1



Carriage House Floor Plan 2



Madison Valley Cottage Housing and Mother-in-Law Units

Architect:

Paul Pierce
Robert Dalrymple AIA,
Dalrymple & Associates
Seattle, WA

Owner/Developer:

Nancy Palmer, Developer Threshold Housing

Project Summary & Jury Comments

Following the model of the popular "Pine Street Cottages," this project offers a total of five units on a corner site currently zoned for a single house. It exemplifies the special opportunities offered by a corner lot that call out for special treatment re density of structure envelopes and occupancy and also re setback requirements. The units fit within the scale of existing neighborhood houses, an important consideration.

Should Be Built



Keehn's at Brogan's Station Points Of Demonstration

Project Description

- NE corner of Judkins and Yakima Street, Mount Baker neighborhood.
- Four and one half lots, on a corner, currently vacant, mature trees.
- New construction of 18 owner-occupied units.

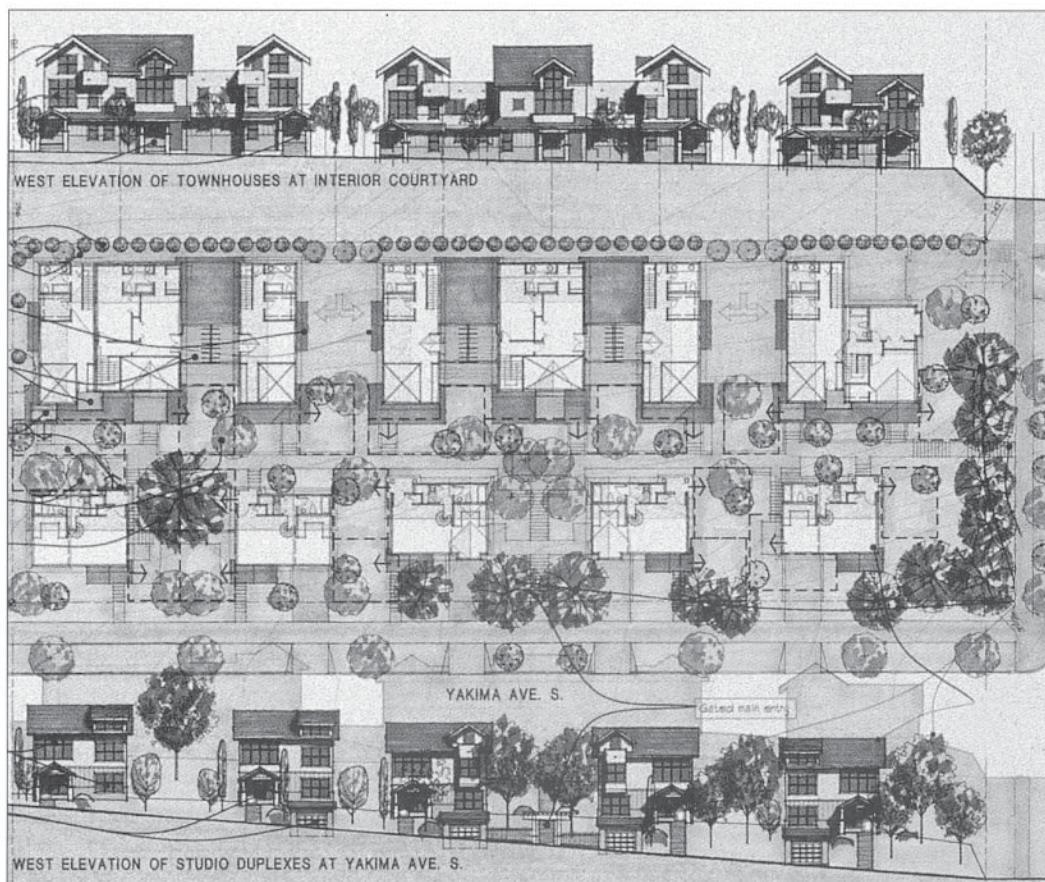
Housing Statement and Intention to Build

This project was conceived to create an intimate pedestrian neighborhood that saved the large, existing trees that are on the site, mirrored the architectural style of the surrounding homes, enhanced the safety of Judkins and Yakima Streets and provided a broad blend of unit types, 18 in total, to attract a diverse community of buyers. The site slopes steeply and offers views to both the city skyline and the Olympic Mountains.

The project seeks to balance the needs of buyers for safety and security with the needs of the neighborhood to have new development enhance the street safety and provide more activity and "eyes on the street". The project is organized along a central pedestrian garden, but has ten of its eighteen units oriented directly onto Yakima Street. The project will have security gates at the garage and pedestrian entrances, but also locates one-car private garages, entry stairs and front porches to the main street.

Another goal of the project was to create a street facade that blended well into the neighborhood. For that reason two story structures were sited along the western edge of the property, located to preserve the existing trees. Given the slope of the site, the two-story buildings which contain the studio units do not overwhelm the rest of the street, but rather, are dwarfed by the trees.

The property is owned free and clear by a member of the project team. Pending positive market studies and financial feasibility and entitlements the team will proceed with this 18 home project.



Affordability features

This project seeks, through efficient use of the site, higher density than is allowed under the zoning and a broad mixture of unit configurations, to provide a project that serves a broad range of affordability levels for buyers. Units range from 1,400 square foot townhouses to 480 square foot studios. Households served could range from single buyers to a family with children. Families

earning between 80% of median income (for the 10 studios) and up to 130% of median income for a household purchasing a three bedroom unit will be accommodated. In similar small studio units developed at Pine Street Cottages, entry level buyer couples purchased single units to begin their move into home ownership.

Cracking the Code

This project departs from the requirements of the code in five areas:

Density

The L-1 zone would allow only 16 units on this site. The resulting units may have been bigger units, perhaps in a simpler, bigger building. This project sought to provide the maximum number of highly

livable, but compact units to achieve a broad range of affordability levels and preserve the trees. More traditional wisdom would have made the units as large as possible to generate the highest per unit price. In this project eighteen homes are provided and in a broad range of unit types and prices. They are small, but very livable pointing out that design, not density, is the most important ingredient in in-fill housing.

Site Utilization/Rear Yard Setback

Due to the slope of the site, the single family houses up-slope are located along the eastern margin of their front yards. Future development on these adjoining single family lots, to capture the views would more than likely follow this pattern. A 20' rear yard setback for this project would have allocated open space between the rear wall of the townhouse buildings and the property line, away from community pathways and views. Relocating this valuable amenity to the center of the new community did not adversely impact the up-slope neighbors and greatly enhanced the sense of openness and spaciousness within the new community. The 5' setback is ample for life-safety and the planting of screening vegetation along the property line.

Building Dimensions Width And Depth

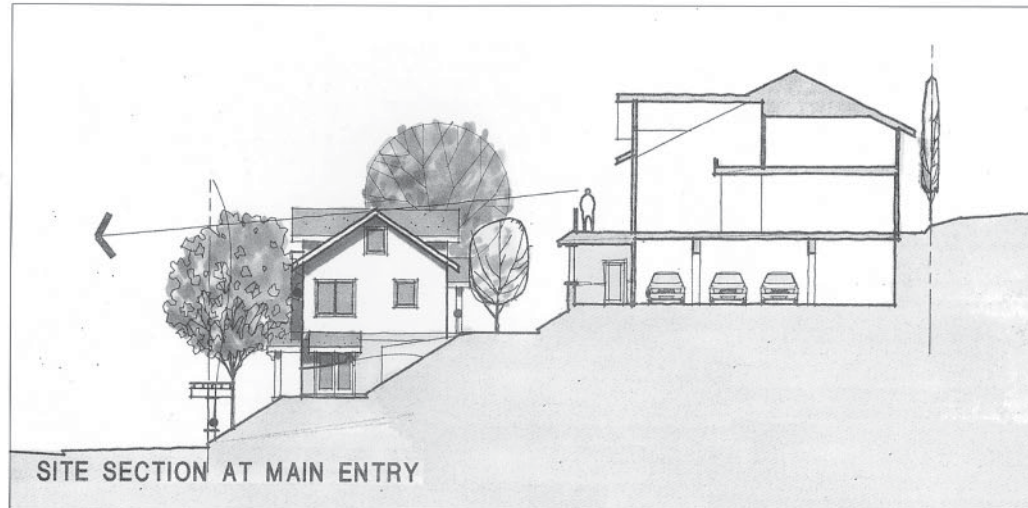
This project was designed from the inside out in many ways. Highly desirable "neighborhood" characteristics; the scale of the buildings, their relationship and appearance from the street, the provision of light and air to unit windows, a varied and interesting facade in keeping with the scale of the neighborhood. These were the elements that formed the design concept for the project. What evolved was a series of eight buildings of varying heights and configurations. These buildings, when measured by techniques developed for more standard building footprints and sites, are over both the maximum building width, a total of 80' instead of the 60' specified in the code, and maximum building depth, a total of 76' instead of the 60' allowed by code. What the project provides however, in tree preservation, street presence, efficient and delightful use of the site and variety of living units outweighs the building measurement objectives of preventing projects which are too bulky and massive for their neighborhoods. This project exceeds the measurements, but achieves their objectives.

Curb Cuts

The project is designed with one curb cut for the main garage and four for the individual garages located below the studio units. The code is unclear about the number of curb cuts that would be allowed. To provide consistent street-level activity the project orients the entrances of four units onto Yakima Street. If the parking for these units had been located in the main garage structure residents would have been completely insulated from the street. Therefore, private garages were added to bring activity to the sidewalk and convenience to these buyers. Two car garages were considered and rejected in favor of the more "Seattle style" single car "tucked-into-the-hill" variety. They will be built larger than required for a single car to provide workshop and gear storage space.

Neighborhood Acceptability

We have contacted members of the community who have been involved in the development of this neighborhood plan as well as neighbors. Support for this project and its approach to the site was strong. Not only is the proposed design seen as acceptable, but also owner-occupied units are preferred from the neighborhood's perspective.



Keehn's at Brogan's Station

Architect:

Mithun Partners, Inc.
Seattle, WA

Owner / Developer:

Keehn Thomsen / Threshold Housing &
Keehn Thomsen

Project Summary & Jury Comments

A "worthy but conventional" design would create 18 owner-occupied units — two more than currently allowable — on 4.5-lot site including a corner. The jury commended the livable scale of the project and the units, and particularly valued the creation of social space in the site plan. The project seems to comply with neighborhood planning goals, but design review will help ensure that the project suits its context. While such a project would maximize the number of units provided, what guarantees that the developer(s) would pass along the savings to occupants? In exchange for the requested exceptions in such cases, could the city require covenants on (at least) the two additional units that would control their sale and/or rental cost?



Ciel Cohousing Points Of Demonstration

Project Location:

6000 17th Avenue S.W. Three vacant lots between 16th and 17th Avenue S.W. Puget Ridge/Delridge neighborhood, West Seattle, across from South Seattle Community College, SF 5000 Zone. New construction of 23 housing units and common facilities.

Project Description:

A hillside cohousing community with 23 owner occupied homes is proposed, with planning by the residents and a strong pedestrian focus, and is currently in for MUP review. Corrections were submitted on June 17 and July 18, 1998. Shared amenities and responsibilities including a common house for gatherings, meals, child play, home crafts, laundry, and care of the community are key features. Special consideration for young and aging households are being made through voluntarily increased ADA features and expandability of space over time.

Affordability Features:

Three to five households are planned to be at or below 80% of median income with down payment assistance program involvement. Approximately ten households will be below 115% of median income. The project is targeted to be below median cost for new construction.

Code Challenges:

An Administrative Conditional Use Permit is required, with, possibly, Judicial Conditional Use.

The project is being reviewed under L-1 zoning codes for height and bulk.

Cluster housing is planned per provisions and requirements of housing in critical areas (25.09.260). This use is conditional and award of permit is not straightforward.

Private open space requirements for area, landscaping, and screening run counter to the community philosophy of cohousing. A more natural, shared landscaping scheme is desired.

Two mother-in-law units within the 23 units appear to be allowed by code, but were discouraged by DCLU at pre-application.

Full street improvements are being required at 17th Avenue S.W. Moderate street improvements that preserve the landscaped right-of-way strongly desired by the neighborhood and Ciel Cohousing have not been allowed to date.

Concentrated parking has been discouraged by DCLU.

Front yard and interior setbacks between buildings, as currently interpreted by DCLU, will possibly exceed those desired by Ciel Cohousing.

On site childcare, home offices, or guest quarters within the common buildings have been discouraged or disallowed by DCLU.

The common structures are designated as accessory buildings to a residential use. It is not clear whether this will be permitted.

DCLU may require a subdivision, which runs counter to the community focus of cohousing. Cluster housing provisions are not explicit on this matter, and the issue was raised late in the review process.

Community Planning:

Ciel Cohousing has worked with the neighborhood to obtain consensus and support. Four letters have gone out to all immediate neighbors, and presentations and discussions have been made with the Puget Ridge and Tri councils, and Delridge Neighborhood planning group. The project was reviewed at the Mayor's Delridge neighborhood meeting. A buffer solution with the neighbor to the north has been independently resolved. Several letters of support from neighborhood members and groups are available for review.

Proposed Solutions:

The planned project is sensitive to neighborhood planning goals, and preservation and enhancement of vegetated slopes, trees, and wetlands. Cohousing planned models have proven effective in building vibrant and healthy communities around the world.

The proposed project exceeds total quantity of landscaping and open space required. The design as planned with less defined private open space is more suitable to cohousing and its community philosophy, and it is hoped that it will be permitted as drawn.

Two future accessory dwelling units would be in owner occupied, single family homes with secondary entrances for the mother-in-law units per code requirements. It is hoped the units will be permitted, within the spirit of providing affordable, community based housing.

The current street right-of-way is used as an informal park and trail system by the neighborhood. Ciel and the neighborhood hope that these features could remain largely intact. Demonstration and neighborhood planning processes have been supportive.

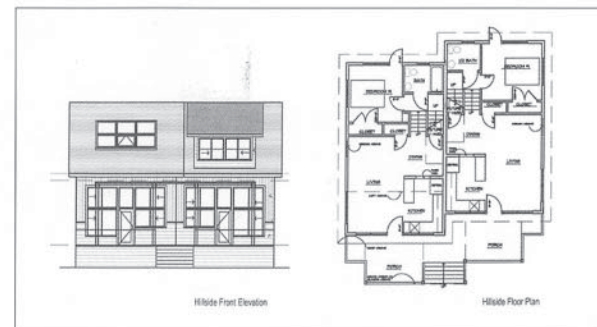
A decrease in impervious surface, reduction of curb cuts, and preservation of open landscaping would result from the cohousing planning approach. The proposed parking is heavily screened and buffered from the street and the only adjoining neighbor property. Concentrated parking is consistent with the pedestrian oriented goals of cohousing.

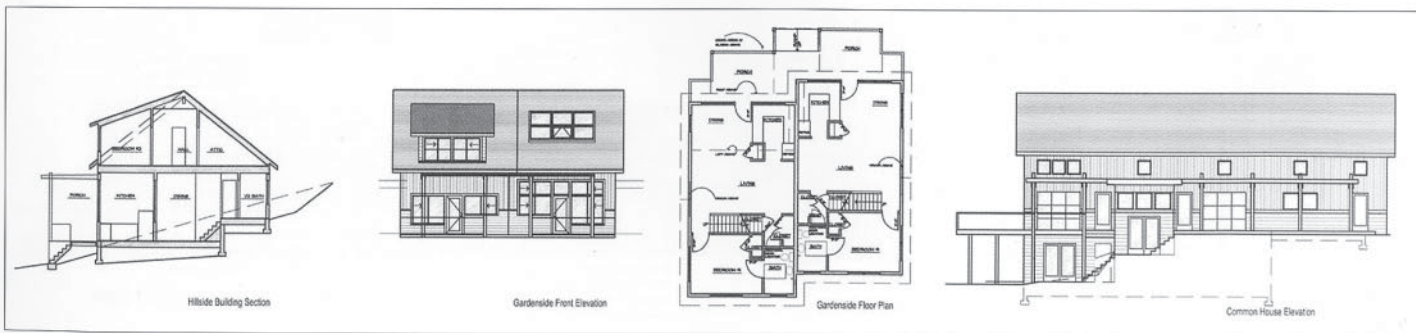
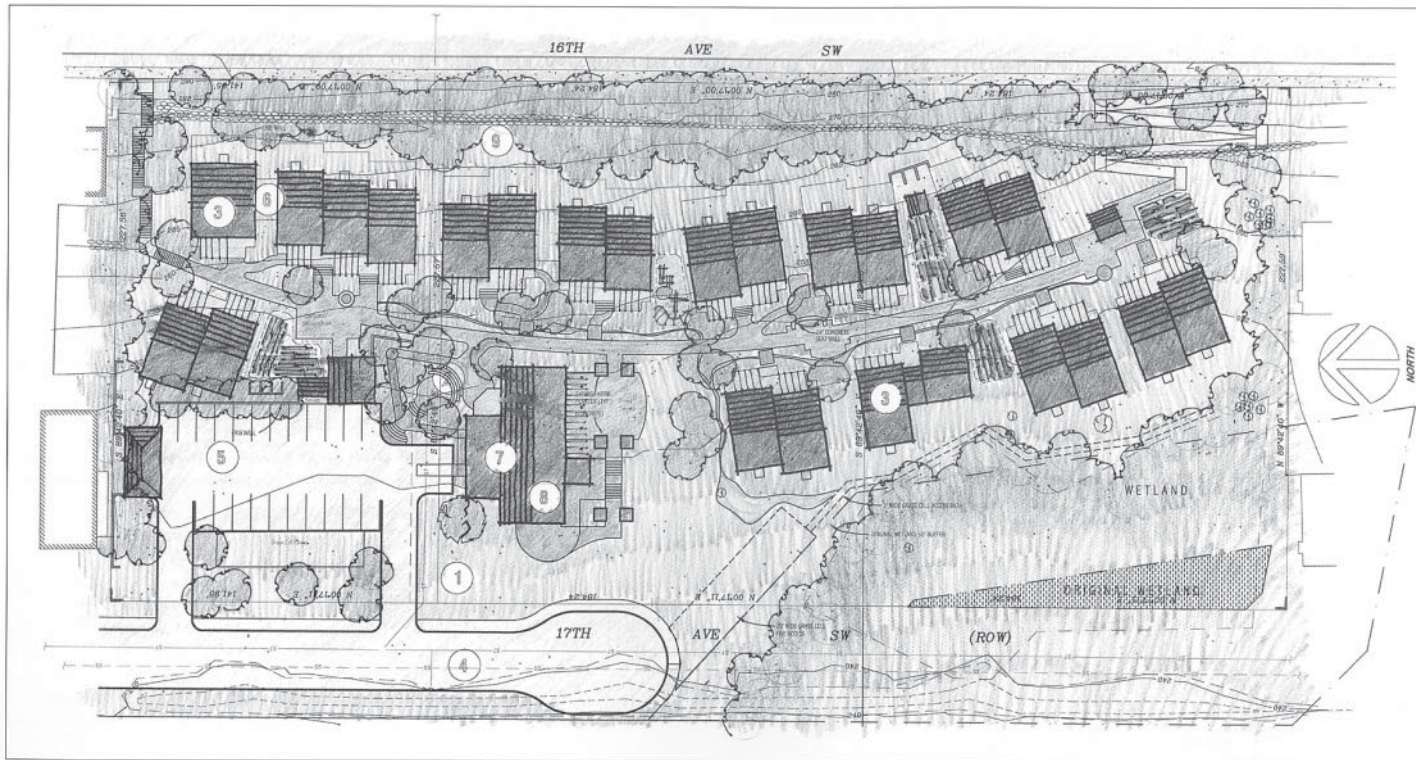
A 25% reduced front yard setback is conditionally allowed to preserve critical areas. L-1 setbacks are appropriate to pedestrian scale, creating informal intimate outdoor gathering spaces. (Residential setbacks may be required.) Excessive setbacks discourage community building.

The units will be primarily, if not completely, owner occupied. The Common House is an "extension" of the residences. Smaller individual units, with commonly used amenities in a common house increase efficient use of resources and affordability in a gracious and logical manner.

The City has permitted a similar project. It is vital that construction for the planned accessory buildings be permitted as intended for use.

Condominium law provides a reasonable way to identify ownership more consistent with the community spirit of cohousing. Separate tracts are antithetical to shared responsibilities and amenities.





Ciel Cohousing Puget Ridge/Delridge Multi-unit housing

Architect:
Arellano/Christofides Architects
Seattle, WA

Owner/Developer:
Ciel Cohousing

Landscape/Planning:
Bob Foley and Associates

Neighborhood Advocate:
Sandy Lea

Project Summary & Jury Comments
New construction of 23 housing units with common facilities on three vacant lots "doesn't break the box." The jury believes that we need good examples of this housing type, which offers a choice whose popularity and value seems likely to increase. Provision of a varied look and function among the units, and the plan incorporating generous and usable social spaces within the site by combining usual backyard space into playground, garden, and communal space, struck a positive chord with the jury. In this case, a plus comes from keeping half of the units affordable.



Frontyard Parking

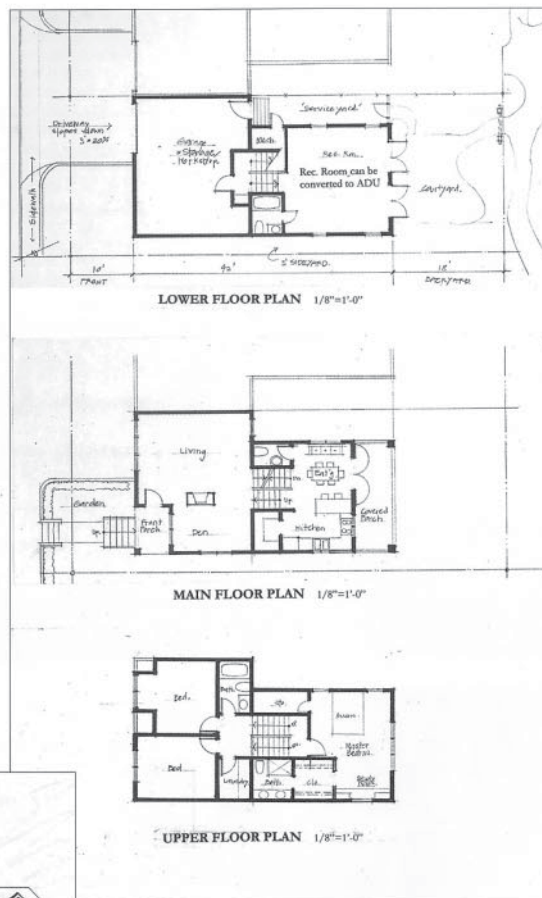
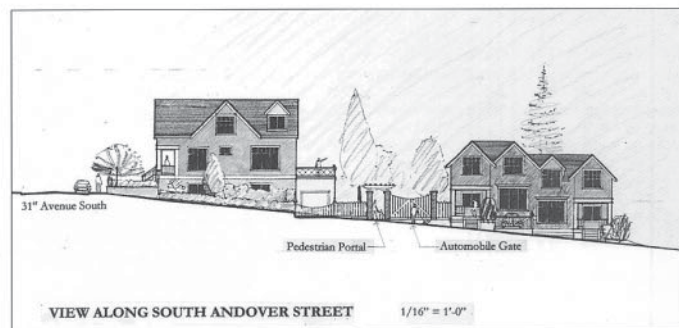
Code Requirement: Not allowed in SF zones.

Proposed Departure: Four units propose a parking space in the frontyard.

Rationale: Due to topography, site layout, and desire to preserve common space, front yard parking is most feasible for four of the thirteen units. A well-designed fence/gate, landscaping, and elevated front porch help mitigate any adverse impacts.

Encouraging a Sense of Community

These code departures create more than just affordability, they contribute to a feeling of community as well. This project attempts to remedy the fragmentation of neighborhoods by market-driven development. Garages are sunk below grade and grouped together so as to not dominate the streetscape. Low boundary walls serve as casual benches. Large windows, porches, and small scale design features give the streets and shared spaces a human quality. The houses are grouped around a common space with a playground, pea patches, and community-maintained landscaping. All units have views of the playground area from the kitchen/eating space. All this is achieved with a density of 1/2840.



Washington Homes — North Rainier Multi-Unit Housing

Architect:

David Foster, North Rainier
Seattle, WA

Owner:

George Washington

Neighborhood Advocate:

Barbara Alten, North Rainier
Neighborhood Planning Team

Project Summary & Jury Comments

Proposal for 13 two- and three-bedroom units exceeds density limits of current zoning, offers a "compelling example of a solution that minimizes the disruption that vehicle parking often causes." In this way, the project will create both internal community among the families who will occupy it, and a valid connection with the existing community. "A good arrangement helps achieve a win-win deal on this one."

#15

Should Be Built

The Broadview Project Points of Demonstration

Project Location

- 12717 and 12721 Greenwood Avenue North
- Broadview Neighborhood, Seattle

The project site is located along Greenwood Avenue North, between North 127th and North 130th Streets. The site consists of two adjoining interior lots that were consolidated in 1954 to allow construction of two, single-story triplexes.

The surrounding development pattern is reflective of the previous Lowrise 3, and current Lowrise 2, zoning designations of the property. Parcels fronting on Greenwood in the vicinity of the project site consist of a mix of newly developed multi-family rental housing, older multi-family housing stock and older single-family homes. This transitional neighborhood has fallen victim to unresponsive developers who cater to the lowest common denominator and inflict poor planning and design on the built environment.



Project Data

Apartments

- 6 one bedroom - plus small bedroom/den 590 s.f.
- 24 two bedroom - plus small bedroom/den 750 s.f. - 840 s.f.
- 30 units total Gross 22,620 s.f.

Accessory Units

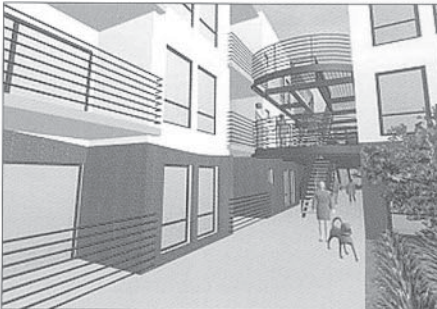
Rented with Apartments or to non-vehicular residents

- 6 one-bedroom plus small bedroom/den 400 s.f.
- 6 one bedroom 300 s.f.
- 12 units total Gross 4,200 s.f.

Community Space

- Broadview Community Room 1 750 s.f.
- Resident Community Room 2 750 s.f.
- 2 meeting rooms total Gross 1,500 s.f.

- **Total Building Area** 28,320
- Parking Garage 12,600 s.f.
- Medium tandem spaces 30
- Standard spaces 10
- Accessible spaces 2
- Subtotal Onsite Parking 42
- Offsite Parking (Greenwood Avenue) 6



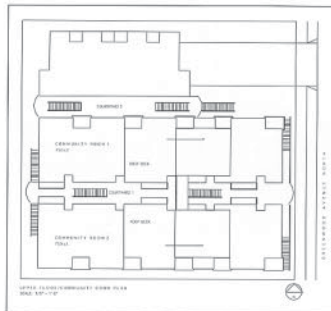
The Broadview and Greenwood Neighborhoods are currently working together on expansion of the Urban Village plan designed for the area in the recent past. This Urban Village is expected to increase populations in the area, resulting in a greater need for affordable housing near local businesses. The success of the Bitter Lake Community Center, and the planned expansion of the Broadview Branch of the Seattle Public Library System attest to the City's commitment to the neighborhood. This development team feels an obligation to the citizens of this community to provide an affordable, attractive and community-oriented project that meets housing needs and offers greater housing choices.



Housing Statement and Intention to Build

This exclusively rental apartment project proposes to construct 30 primary units. This proposal also includes provision for 12 accessory units, which are detached from the main buildings and which offer independent living among members of extended families. This detachment allows flexibility and stability within the family structure, which is much needed in these modern times, it allows a unique living environment and it fosters interaction among residents experiencing similar needs. The following mix of units is proposed:

- 18 one bedroom — plus small bedroom/den
- 12 two bedroom — plus small bedroom/den
- 6 one-bedroom — plus small bedroom/den - accessory
- 6 one bedroom — accessory



Five percent of the units will be designed for use by special populations, including seniors and the disabled, according to provisions of the Americans With Disabilities Act (ADA). All accessible units in the accessory building will be compliant with the provisions of ADA. The net yield will be two primary units and four accessory units.

Twenty percent of the units (six total) will be developed for low to moderate income households. The remaining units will be priced to serve those households with incomes consistent with DDP requirements as listed in the "Housing Seattle Design Demonstration Project Submittal Information."

The proposed accessory units will be rented with, and will be available as accessory uses to any of primary units. The intent of this inclusionary housing is to acknowledge the unique characteristics of today's extended, nuclear family environment. Given the flexible nature of the proposed detached accessory units, this unit mix could be easily adapted as accessory units are rented together with one- and two-bedroom plus units, resulting in availability of three- and four-bedroom rentals for larger families.

The owner intends to develop and is fully committed to this project, with plans to proceed with construction immediately upon securing all required discretionary and building permits. Our construction schedule is largely in the hands of the City of Seattle. We are prepared to proceed with this project immediately upon City acknowledgement of the merits of this proposal.

Affordability Features

The thirty primary units of this project have been designed according to current modes of thought relative to excellence in affordable housing design. Our view of this fairly recent design renaissance is that good design can happen, no matter what the budget. We have found economy in the form of repetitive, modular building systems and inexpensive materials, but have used these elements in innovative and exciting ways to achieve a uniquely aesthetic design response. As living space is cherished by those otherwise at risk of homelessness, and as larger spaces translate into higher rents, room dimensions in the low-to-moderate units are at or slightly above minimums prescribed by the Uniform Building Code.

Six units, a mix of one and two bedroom units, will be reserved for low to moderate-income households for a ten-year period. The ten-year period will begin from the time of initial occupancy of the Broadview Project. The remaining units will be targeted to those households with income levels at or below those identified within the DDP submittal information.

Some of those low- to moderate- income units, as well as others among the remaining units, will be rented together with accessory units. The idea behind this concept is to provide for the greatest of privacy and independence among single parents, elderly couples, and students who may live with other family members, along with a great degree of flexibility for members of extended families who depend upon their coexistence for survival.

There are no financing restrictions associated with the development of this project. This developer is solvent, experienced and committed to the pursuit of this project.

Cracking the Code

"They Said It Couldn't be Done"

This property was downzoned without notification of the Owner several years ago. When he called the City to determine what could be built on the property he had owned since before the rezoning, our client was told that he could build no more than 12 units. This rezoning was implemented by a group of community advocates who stated their feelings that if multi-family development was going to be unavoidably unresponsive in design, perhaps if it were made smaller it "wouldn't be as bad." This is a poor reflection upon the development community, whose financial wants often confound the intent of good designers.

The current zoning designation of the two properties is Lowrise 2, which allows a maximum of 12 units to be developed on the subject property. We discussed the ability to develop the site at the currently proposed density and design with DCLU Staff. Staff indicated that a zone change would be required, and informed us that we should plan for a minimum of twelve months in the approval process and expect a recommendation of denial from staff. Basically, they said "it couldn't be done."

Development at the allowable density and required development standards would constitute severe underutilization of the property, and would pose unreasonable restriction on the use and enjoyment of the property by the current owner. Because of the low density mandated by zoning, the very regulations themselves would preclude this Owner's ability to develop meaningful and affordable housing at a fair profit.

The Broadview Project challenges the following zoning and land use regulations:

Density

The project site is zoned Lowrise 2. This zone requires 1,200 square feet of lot area per unit, allowing a density of up to 12 units for the site (36.3 units per acre). The project proposes 30 units on the site (85.4 units per acre), or 510 square feet of lot area per unit. This project also proposes a separate accessory dwelling structure for satellite members of resident families, which is a non-issue as its unit count would be negated by direct unit assignment to other rental units.

Height

Current zoning allows a maximum structure height of 25 to 35 feet depending on roof slope. This project proposes a structure of primarily 30 feet in height, with the exception of the two proposed community rooms, which will extend in height to approximately 40 feet above preexisting grade.

Lot Coverage

Current zoning permits a maximum lot coverage of 40%. This project proposes 60% lot coverage.

Setbacks

- Rear — Zoning requires a 25-foot setback. This project proposes a 10-foot setback.
- Side — Zoning requires an average side setback of 12 feet and minimum of 7 feet.
- The north side of this project proposes an average setback of 24 feet and a minimum setback of 5.5 feet.
- The south side of this project proposes an average, minimum setback of 5.5 feet.

This project was designed to fit the neighborhood, respond to the site, and help fill the need for affordable housing opportunities in the Broadview Neighborhood. Building forms were drawn from our research into the Broadview Community, which hosted the Playland Amusement Park in mid-century and yielded numerous organic building forms including roller coasters, schools and libraries.

In the design of this project, we drew largely upon references gathered during our community research and advocacy effort. These references included undulation found on the Playland roller coaster and the stepped facades as constructed on the Broadview School earlier this century. It is anticipated that the unique design of this project would serve to promote innovative use of building materials among new housing projects nearby.

Neighborhood Acceptability / Consistency with Neighborhood Plan

Ehm Architecture conducted extensive research on the history and development of the Broadview Neighborhood prior to commencement of design exercises. Research included review of historic photographs compiled by members of the Broadview Historical Society, discussion with staff at the Bitter Lake Community Center, and by direct interviews with members of both the residential and business communities. We also reviewed historic information at the Broadview Library and discussed the proposed project with the Broadview Neighborhood Planning group.

On August 17th, The Broadview Project was presented before the Broadview Community Council. The Council voted to support the Broadview Project in concept. The majority of the Council supported our project. We were pleased by the Council's input, and their interest in seeing the project developed in the Broadview Neighborhood.

The architectural style for this project was developed primarily from the research conducted, as well as input received from the Broadview Community Council and review of existing development within the neighborhood.

This increased population will in many cases make better use of mass transit as they travel to and from this emerging activity center. Bus stops are located across Greenwood Avenue just south of the project site and approximately 150 feet north of the project.

As part of this project's commitment, and interest in becoming a welcome addition, to the Broadview Neighborhood, one of the two community rooms will be available for community use and events.



The Broadview Project

Architect:

Randal Jay Ehm AIA, Architect
Ehm Architecture
Seattle, WA

Daniel W. Milich, Planning Director
Otero-Milich and Associates
Seattle, WA

Owner:

Mr. John Hsu
Chai Tai Investments, Inc.

Neighborhood Advocate:

Broadview Community Council



Queen Anne Family Compound Points of Demonstration

Project Location:

- 3647 13th Avenue West, Seattle, WA 98119
- Lot = 50 x 120
- Zone L-1

A mid-block, 2 story residence, with daylight basement, on a steeply sloping site. Strong westerly views exist down and over the adjacent alley, and over the top of neighboring older L-3 apartments. The existing structure was constructed as a single family residence in the early 1950s. It was converted to a legal duplex under the current L-1 zone. The property includes one attached and one detached garage. The existing upper and lower apartments have been recently renovated and occupied by the current Owner.

Housing Statement and Intention To Build:

The focus of this development Proposal is the establishment of a "Family Compound" for the Owner's extended family. The Proposal provides housing for 5 households in a context of a compact, but well-detailed, detached-unit, family-oriented compound. The design provides 3 units for the Owner's extended family (Grandparent's family of 2, the Owner's family of 2, and the Owner's Children's family of 4), as well as one 1-bedroom and one 2-bedroom apartments. The Proposal retains the existing residence and apartment, as well as the existing detached garage structure (for storage and maintenance functions).

Affordability Features:

The Proposal attains affordability through:

- Extreme care in preparation of the compact unit plans,
- The reuse of existing structures, and
- Providing the highest possible balance between open, detached site development with unit density.
- Terracing down the site's steep slope, rather than cutting and retaining large areas.

The initial cost evaluations for the project demonstrate the capacity to deliver the 1, 2 and 3 bedroom units at or below the required rental rate cap or PITI limit for the 115% median income.

"Cracking the Code"

The Proposed development challenges the following existing requirements:

Density

(L-1 zone requirements limit unit density to 1 unit per 1600 sf; existing 6000 sf lot yields 3 units) :

Proposal provides 5 units:

One 3-bedroom unit, three 2-bedroom units and one 1-bedroom unit in three independent structures.

Yard requirements:

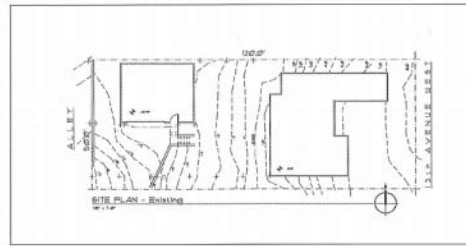
Front: (adjacent existing setback establishes 20' front yard setback) The existing front yard is being retained, but modified by alteration of an existing, but non-conforming, attached single-car garage.

The Proposal calls for parking 2 cars within the front yard setback. The judgment here is that parking in the front yard has become typical for the area reflecting the adaptation of existing structures to increased density and associated parking requirements. Each property has paved and is parking in this required yard. We are not proposing any structure in this required yard.

Side: (Structures less than 65' long & 26' - 30' high = 6' average yard/5' min. 31' - 37' high = 7' average/5' min.) By developing a series of detached units with no major continuous perimeter walls, a blend of articulated walls and open space minimizes negative impacts of the use of 5' side yards at all locations rather than the requisite 5' to 9' for our structure height. This enables the redistribution of that side yard space to more beneficial use in both unit plans and the open court space.

Multiple Buildings on One Lot:

(Structures located on the same lot are to be separated by no less than 10') : Proposal endeavors to maintain visual interest and a sense of open space from a variety of pathways and vantage points throughout the site. While separation has been maximized where ever possible, at no point is there less than 7' separating structures, and those occur for very short sequences of space.



Lot Coverage

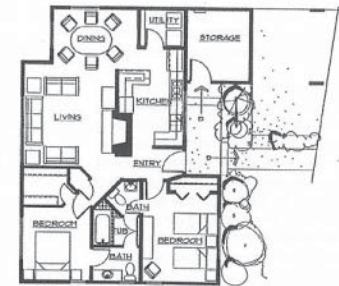
(L-1 zone limits general development to 40% of lot area; 40% x 6000 sf = 2,400 sf) : Proposal develops a total lot coverage of approximately 2,690 sf (Bldg. 1 = 1,200 sf; Bldg. 2 = 838; Bldg. 3 = 652 sf). While Proposal exceeds required lot coverage limitation, the structures are broken up into individual buildings with a variety of generous, terraced openspace which creates interest, reduces bulk.

Neighborhood Acceptability:

This portion of West Queen Anne is removed from the more sensitive and active "Neighborhood Planning" areas. While an established neighborhood group has not been identified, conversations engaged by the design team with area residents relay a certain consensus of interest and cautious concern with the general character of the area, a discomfort with the ongoing conversion or removal of the older detached houses for apartments, and concern for the growing conflict between vehicular and pedestrian traffic. The area enjoys a high number of walking residents. The neighborhood is firmly established as a transition zone between higher density apartments to the west and north, and the single-family residences to the east and south. The L-1 zone has enabled retention of many of the older single family homes as apartments, so the density has been able to increase without major change in the character of the neighborhood. In this context, the Proposal is seen as a welcome alternative to big apartment buildings, or dilapidated single family conversions.

Visual Image of Project:

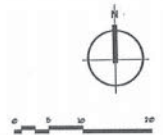
The Proposal endeavors to retain the scale and character of single family residence. This is being accomplished by maintaining small scale, detached units, residential scale of details and spaces. The street-side impression will remain relatively unchanged. Impacts on the neighboring properties will be minimized by the detached nature of the proposed units, and by the nature of the unit's placement on the steeply sloped site. In all likelihood, the most significantly affected neighbor, that property to the south, is scheduled for development by the neighboring Owner, and will probably be dramatically altered from its current state as it endeavors to maximize its use while maintaining code conformity.

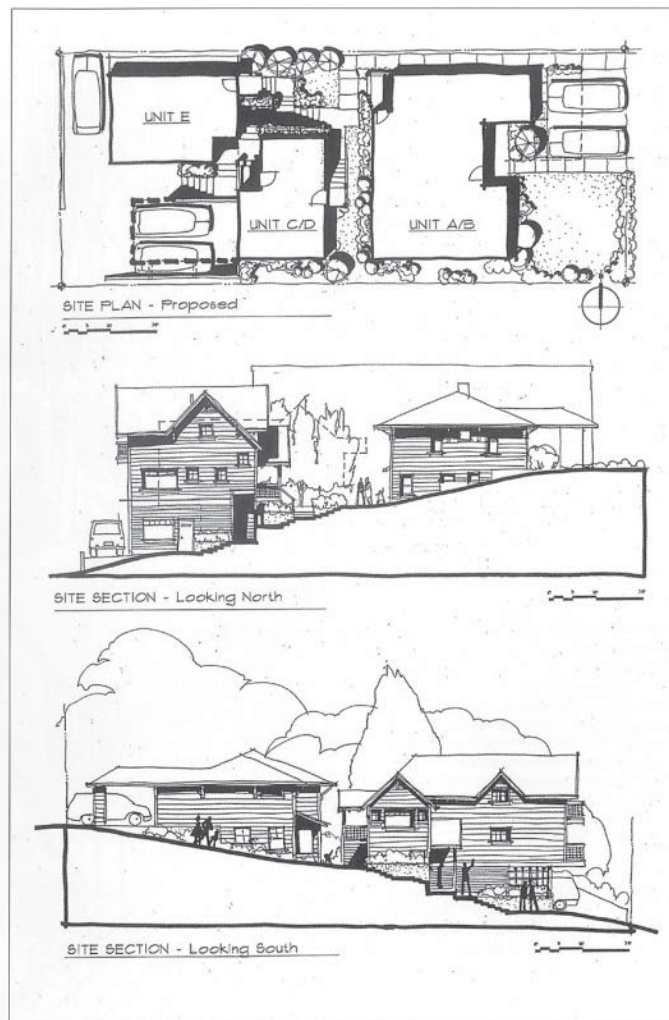
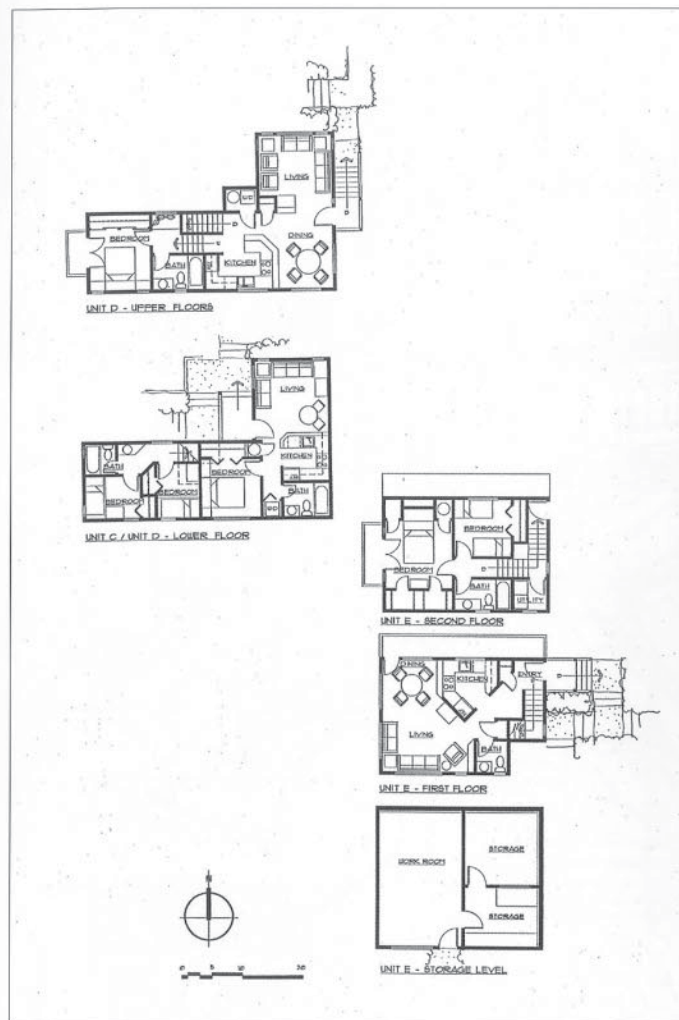


UNIT A - UPPER FLOOR
Existing Structure



UNIT B - LOWER FLOOR
Existing Structure





Queen Anne Family Compound

Architect:
Dalrymple & Associates
Seattle, WA

Owner:
Bob & Jan Dalrymple

Developer:
Bob & Jan Dalrymple

Points of Demonstration

Project Location

2077 East Howe Street in the Montlake Neighborhood.

Property Description

The Property consists of a "through lot" with public streets on both ends and adjoins a public street right-of-way on one side. The right-of-way will never be developed as a street and is maintained as totally wild natural vegetation preferred by the community. A public stair in the center of the right-of-way connects the two streets. The property is steeply sloped with a drop of 55 feet across the length of the property. The property is currently developed with a single family house fronting on Howe Street and a detached garage fronting on Blaine Street. Both house and garage were constructed in 1903. The house has been renovated and enlarged several times seamlessly maintaining the original character. The existing garage is inadequate for today's cars. The property is zoned SF 5000.

Housing Statement and Intention to Build

The Owner is proposing to enlarge (widen) the outdated (size) garage and construct a carriage house living unit (an accessory dwelling unit, "ADU") above the garage. The resulting rental unit would be appropriate for occupancy by one or two adults. The unit would be approximately 560 square feet and rent for less than \$1,000 per month including utilities. The carriage house would provide needed rental housing in the Montlake neighborhood. An ADU is permitted in a single family zone.

Affordability Features

An ADU can be developed at a lower cost and hence the rent that must be charged can be lower because the land is already paid for in the primary residence on the property. In this instance, the rental unit will be an affordable choice in a neighborhood with few rental opportunities and within walking distance of the university.

The Code Questions

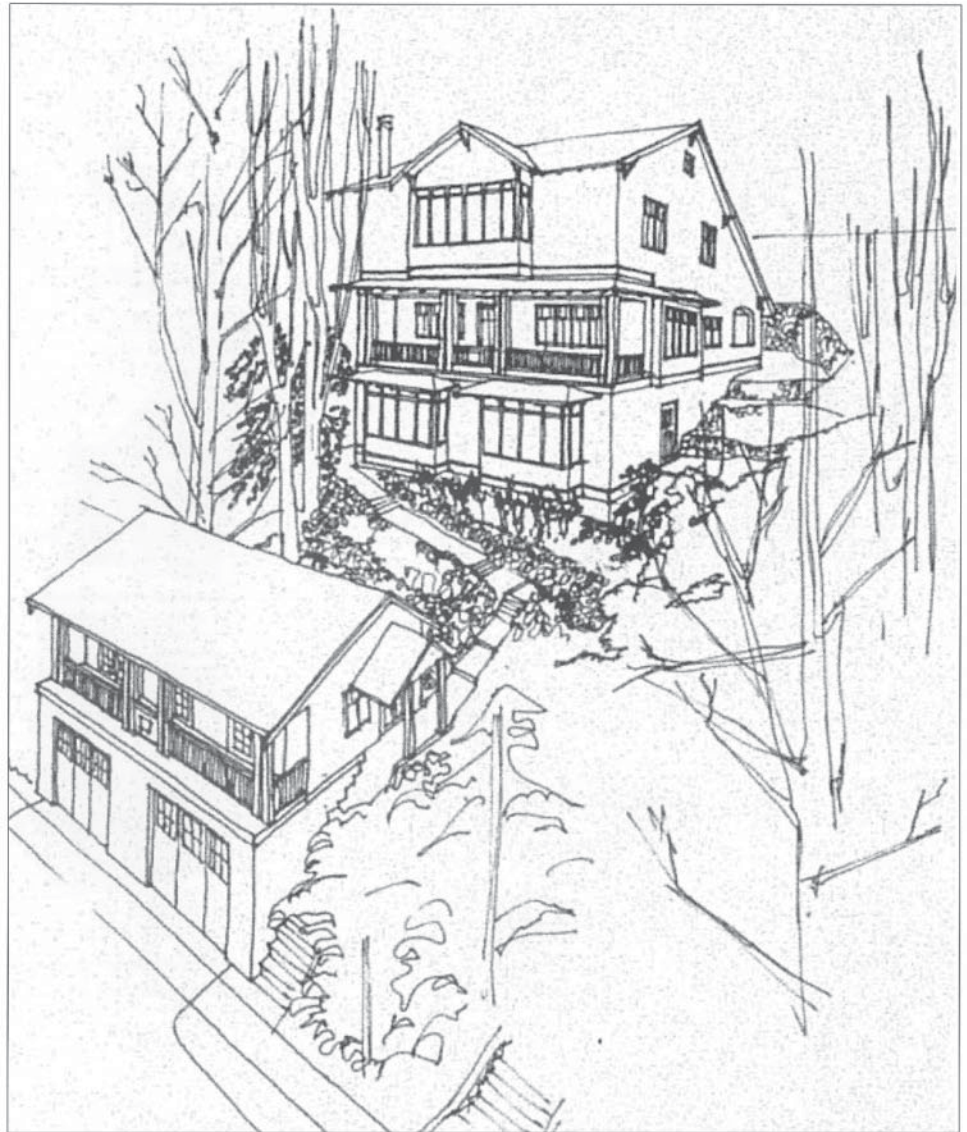
A fixed code necessarily precludes many quality projects that should be done since it is impossible to anticipate all the situations and opportunities that will occur "on the ground". This proposal demonstrates an on the ground situation where an ADU could be developed appropriately, however, present code limitations will not allow the development as follows:

- 1) The code does not permit a "detached" ADU. The proposal otherwise meets the requirements of the ADU Ordinance as to owner occupancy and parking.
- 2) In the case of a through lot, the code specifies that the rear yard be classified as a "front yard". A garage is permitted in a front yard which would allow the garage to be expanded. However, the code limits the garage to a width of 24 feet and an area of 600 square feet. The proposed width is 28 feet to accommodate garage storage in the limited garage depth available due to the steep site slope. While the garage area is less than 600 square feet, it exceeds 40% of the required front yard which is another restriction in the code.
- 3) The living unit is not permitted to be constructed in the front yard setback, yet the unit cannot be set back further because of the steep slope of the lot.

Neighborhood Appropriateness

The proposed carriage house is designed to be appropriate in the context of the neighborhood and block. The design carries out an unstated Montlake custom of sensitive additions throughout the neighborhood; the design follows the design vocabulary of the primary residence. The porch softens and minimizes the elevation above the garage front on the property line. The height of the living unit roof above existing grade does not block the views from the primary residence or views from the house next door.

The Department of Neighborhoods indicated that the Montlake neighborhood is not in the process of neighborhood planning. In addition, the community club was contacted, however, the responsible parties were not available to respond because of work or vacation schedules.



Montlake Garage Conversion

Architect:

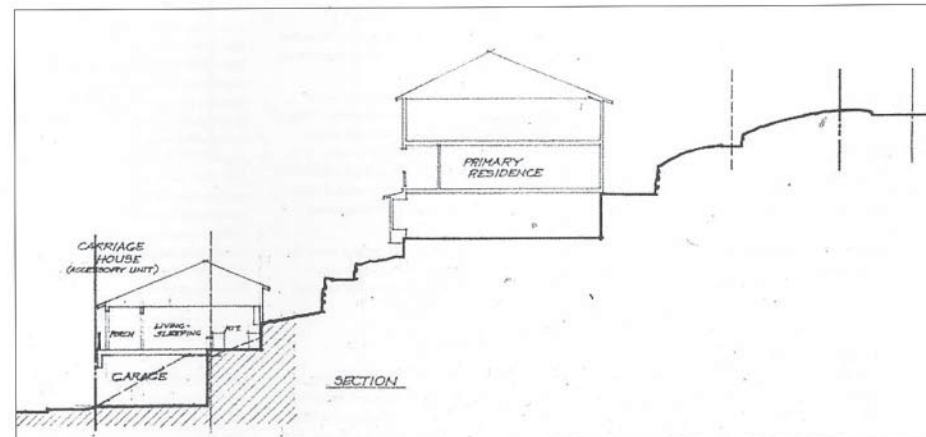
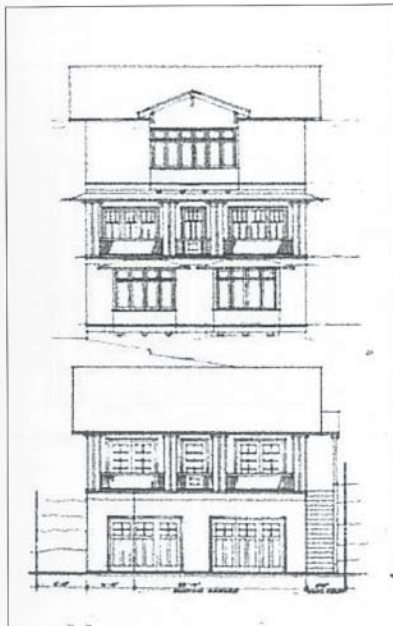
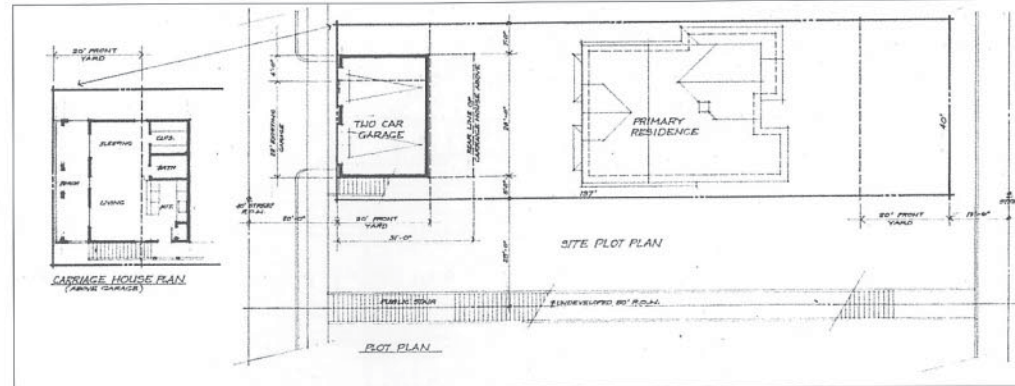
Michael Trower AIA
Seattle, WA

Owner:

Michael & Mary Ann Trower

Project Summary & Jury Comments

A "detached" ADU in the front yard? Why not, if done well –and if design review helps determine and insist on quality? Sensitive design takes advantage of a unique site with discretion and tact.



Denny Blaine Rental Unit Addition to SF Home Points of Demonstration

Location:

- 194 36th Ave. E. Denny Blaine

Remodel and Addition

- Flexible space provides enlargement of existing single-family house
- or 1 bedroom rental unit

Affordable Housing In Denny Blaine?

Situated on the boundary between Madison Valley and the wooded enclaves along Lake Washington, Denny Blaine is historically one of the most diverse neighborhoods in Seattle. Yet, as even the smaller houses in the neighborhood climb in price, the economic and social diversity of the neighborhood is in jeopardy. This project takes a small single family house and adds a wing which could be used as an extension or a rental unit. A young couple could move to the street, subsidizing a new mortgage with rental income. The rental unit would be dramatically more affordable than other housing in the neighborhood, helping maintain social diversity. The flexible space could later be occupied by owners with a growing family.

This single house is a good one to trade for two. The existing 1960s box is considered an architectural eyesore by many neighbors. As a flexible duplex/family house, two families could live in a structure which would better suit the scale and character of the historic houses on the street.



Housing Statement and Intention to Build

The existing 1200 s.f. house is one of a pair built on a Denny Blaine infill site in 1967. The house has two bedrooms, open living/dining, and a kitchen. The lot is a typical 40' x 100' mid-block parcel. The goals of the remodel are threefold:

1. To improve architectural character in a manner fitting with the historic context of the Denny Blaine neighborhood.
2. To expand living space so that it appeals to potential owners with families, designing the additional space for flexible use.
3. To maintain the housing diversity present on many of the older lots in the neighborhood.

The proposal is to add second and third floors over a rebuilt single car garage. The 768 s.f. of additional living space could be used as a den and master bedroom for the existing house, or as an attached 1 bedroom rental unit. The house was purchased and financed with these changes in mind.

Affordability Features

Affordability is achieved in two ways.

Use flexibility

In keeping with people's changing housing needs, the remodel could function as:

- A two-bedroom house with income to help subsidize a mortgage and a large 1 bedroom apartment which could rent for well within the DDP maximum monthly rental goals of \$1100-1300.
- Or a three-bedroom house for a family with children at home



Efficient design:

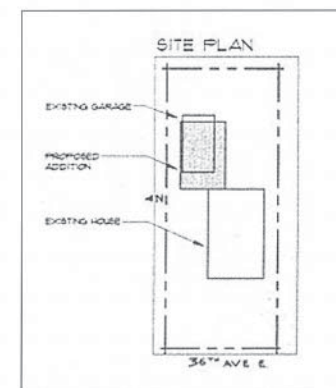
- The addition uses a 4' module to maximize use of standard building materials, while minimizing construction labor costs.
- Aluminum windows and sliding doors were thermally upgraded by previous owners. They will be replaced with more contextual wood windows on the street side of the house. The aluminum windows and doors will then be reused on the rear of the addition where they are in keeping with the more contemporary design vocabulary.
- Private yard space remains at ground level for the house, while the addition gains outdoor space on the previously inaccessible flat roof.

A shorter, more square building mass could accommodate similar square footage within the allowable building area of the lot. However, significant advantages are gained by the "L" shaped configuration shown. Neighborhood scale is maintained because the overall building mass is broken into smaller pieces lessening its visual impact and shadow casting. More light is bright into both parts of the building through increased wall surface. Privacy between the house and apartment is maximized while still maintaining an interior connection. The "L" shape allows the building to define positive outdoor space rather than the leftover space of a lot with a massive building at its center.

"Cracking the Code"

The addition is designed as a "bar" over the garage lining the north side of the yard, maximizing south facing open space. As drawn, the plan would violate City of Seattle Land Use Code. The code requires a rear yard setback of "25 feet, or 20 percent of lot depth (minimum of 10 feet) whichever is less." Living space in the end of the addition, and an exterior entry stair are both uses which are prohibited in the rear yard setback.

Using the building wings to define outdoor space and create privacy is a major urban design principal used in older, denser European cities. The stringent setbacks of the existing city code ignore such factors as solar orientation, lot topography, and spatial orientation of neighboring structures.





Neighborhood Acceptability

Floor plans and rendered sketches of the project were shown to immediate neighbors. Long-time neighborhood residents were interviewed about the impacts of "Mother in Law" apartments. Most people were enthusiastic about an architectural upgrade of the building. Several lamented a decrease in the number of young children in the neighborhood as housing prices climb above the reach of young families. Strategies to aid in affordability were welcomed. Neighbors pointed out the existing Mother in Laws behind older houses, and all agreed that apartments behind owner-occupied houses posed little threat to property values or neighborhood tranquility. The only negative feedback centered on shadow casting by a larger building, which the requested code variance is intended to mitigate.

Here's what the neighbors are saying

"I think it is a clever use of neighborhood space...I rather like creativity."

Nyra, next door neighbor

"I like the idea of kids on the street. Maybe that is a way families can do it — to have an apartment...It's a more interesting culture I think — people of different incomes, different kinds of families.....When he makes those changes, I won't have that sunshine."

Linda, over the backyard fence

"If someone owns a house has an apartment in it, and lives there, they will be pretty picky about it. They will rent to good people, care about the house and the neighborhood."

John, Denny Blaine resident for over 35 years.

Denny Blaine Rental Unit Addition to SF Home

Architect:

Robert Lloyd
Seattle, WA

Owner:

Robert Lloyd

Neighborhood Advocate:

Nyra Gray

Project Summary & Jury Comments

Although the jury did not favor the "awkward — too tall!" profile of the structure this entry proposes, it found commendable the family-friendly flexibility offered by this solution.

Central Area Townhouses Points of Demonstration

Project Location

1141 through 108 22nd Ave. (just North of Yesler). Three L-3 lots measuring 10,800 S.F. in the Central Area of Seattle. The site is an old basketball court, which is being sold by CAYA (Central Area Youth Association). Proposed new construction of 15 units of housing.

Housing Statement and Intent to Build

The Developer intends to use this site for a townhouse project, which will include 10 2-bedroom homes, and 5 carriage houses above a garage. The aim of the Developer is to cluster all the units around a common courtyard and thus create a sense of community.

The 15 homes will consist of:

- 10 2-bedroom units of approx. 840 S.F. each. Duplex/Townhouse design with 10 related parking spaces.
- 5 Carriage houses (see definition below) 340 S.F. each with no related parking spaces.

Our targeted population is the single person eager to purchase a small home at an affordable price. Income levels projected for tenants are from 60% to 80% of median with maximum incomes to be no more than 115% of median.

Affordability Features

A key feature is the addition of small carriage houses. These are studio units which have their own bathroom and kitchen, and also have elements normally found only in single family homes i.e. private outdoor spaces, front door access off communal open/garden space, and window exposure on at least two sides. For these 5 carriage houses the Developer will provide no parking spaces. This will help to bring down the unit cost through reduced construction cost for parking, and also through the reduction of per unit land cost. Without this parking accommodation, these 5 affordable housing units could not be built. The site is adjacent to 2 bus lines and it is projected that most owners will commute using either mass transit, bike, or walk. Finally, through value engineering, additional cost savings will be realized. The Developer is also Architect, and Builder, thus efficiencies in fees and overhead costs are also realized.

Cracking the Code

"They Said it Couldn't Be Done"

Besides the basic design departures needed to permit this project (like setbacks, lot coverage, and open space), our project is proposing building small 340 S.F. homes with no parking provided. Also, the density limit for this site would allow only 13 units. We are proposing 15 units including 5 carriage houses. We have discussed our proposal with various neighbors and members of the Squire and Judkins Park Community Council who have said they generally support our proposal. The second zoning issue challenged by this project is the creation of a new building type — the "Single Person Home." Under current zoning regulations, any residential unit regardless of its size requires a minimum of one parking space per unit.

What the Developer is proposing, is that the 5 carriage houses, each measuring only 340 S.F., will feel like little houses, have their own kitchens and baths. At the same time we propose that these homes have no parking space provided — thus saving the cost of providing 5 additional parking spaces which would not be used. The savings in construction cost will be passed on to the buyers.

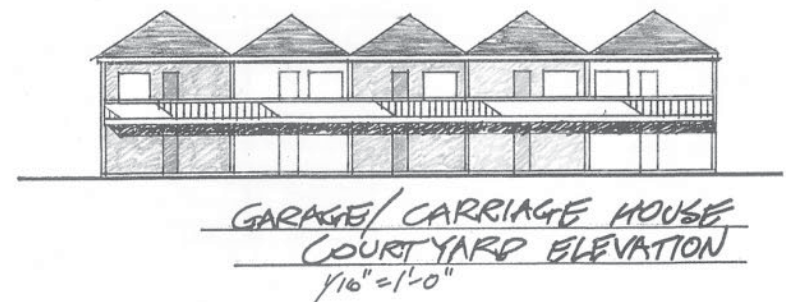
Neighborhood Acceptability/ Consistency with Neighborhood Plan

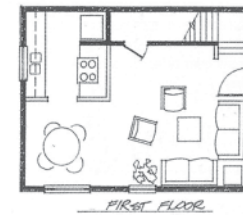
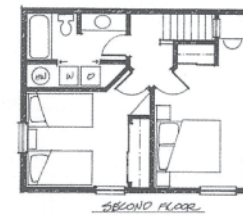
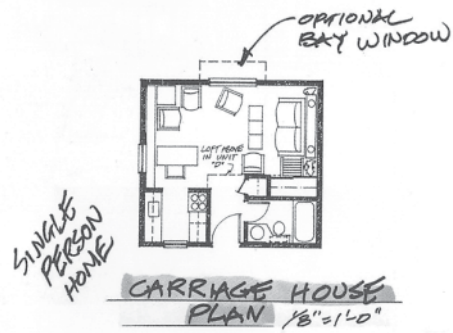
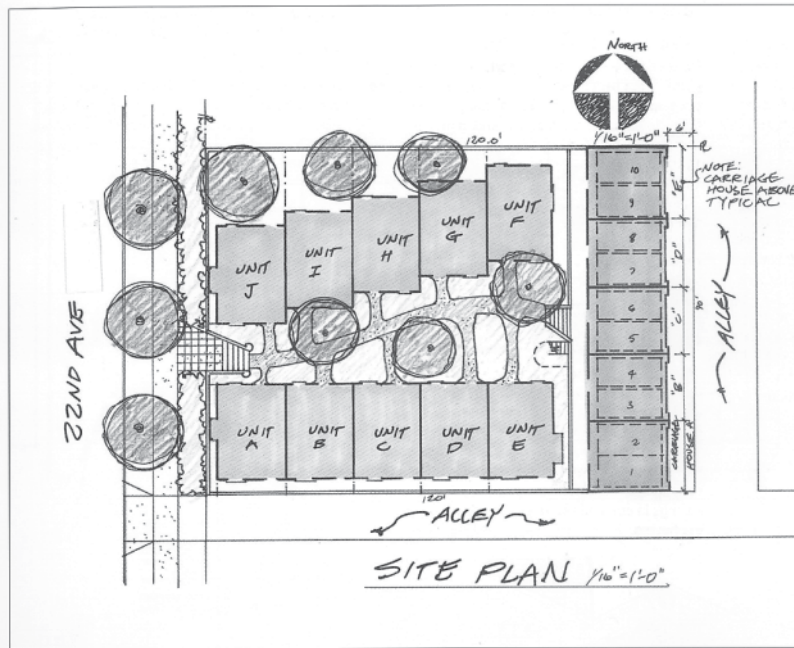
A member of the Judkins Park Community Council is our Neighborhood Representative. We have met with the numerous members of the Judkins Park Community Council as well as discussing our proposal with the Director of CAYA.

Parking Analysis

Residential Parking

• 10 - 2 Bedroom townhouses	
• @ 1/unit	10
• 5 - Carriage Houses	
• @ 1/unit	5
• Subtotal Residential spaces	15 Spaces
• Less 30% Reduction for shared use (Retail/Resid.)	(5)
• Total Required Residential Parking	10 Spaces
• Total Required Parking	10 Spaces
• Total Provided Parking	10 Spaces





TOWNHOUSE PLAN 1/8" = 1'-0"

Central Area Townhouses

Concept Design:

Maggie Aspland, Owner's Rep.
Seattle, WA

Robert Foley, Landscape Design/Civil
Engineering
Seattle, WA

Marty Liebowitz, Architect
Seattle, WA

Kathleen Roark, Designer
Seattle, WA

Owners:

Madrone Enterprises, Inc.
d.b.a. The Madrone Company

Neighborhood Representative:

Bill Zosel — Judkins Park



Grand Street Townhouses Points of Demonstration

Project Location

- SW corner of 28th Ave. S. and S. Grand St.- address off of 28th Ave. S.
- Currently vacant lot adjacent to vacated portion of S. Grand St.
- Lot size: 7,721 sf.
- Zone: LDT Allows one dwelling unit per 2000 sf/ three units total

Cracking the Code

Structure Width and Depth—Existing Code

45' max building width w/ modulation, 60% of lot depth or 65' max building depth

Proposed Alternate

Still respecting front/side/rear setbacks allowing additional width to accommodate entry to third unit and additional depth to allow third unit to step back. (See site plan) Trying to find a creative design approach to build lot out to the allowed density determined by lot size.

Structure Height—Existing Code

25' max w/extension to 30' w/ 4:12 roof pitch and extension to 35' w/ 6:12 roof pitch. All parts of the roof over 25' (plate height) shall be pitched.

Proposed Alternate

On steep slope lots allow plate height to be raised an additional 3' so that all parts of the roof over 28' shall be pitched when using the additional height allowed for a 6:12 roof pitch. This allows thinner townhouse units flexibility in providing standard plate heights on multiple floors but does not allow any exceptions to the overall height envelope. An option to terracing the building down the slope. (See section)

Housing Statement and Intention to Build

Our intention is to build three well designed, moderately sized living units that relate well to the site with respect to privacy, views, light and air and usable outdoor space. These units, which are to be sold, will add new gracious homes in this rapidly developing neighborhood thus providing a transition to the low income and multi-family housing in the vicinity and the established single family homes.

Neighborhood Acceptability/ Consistency with Neighborhood Plan

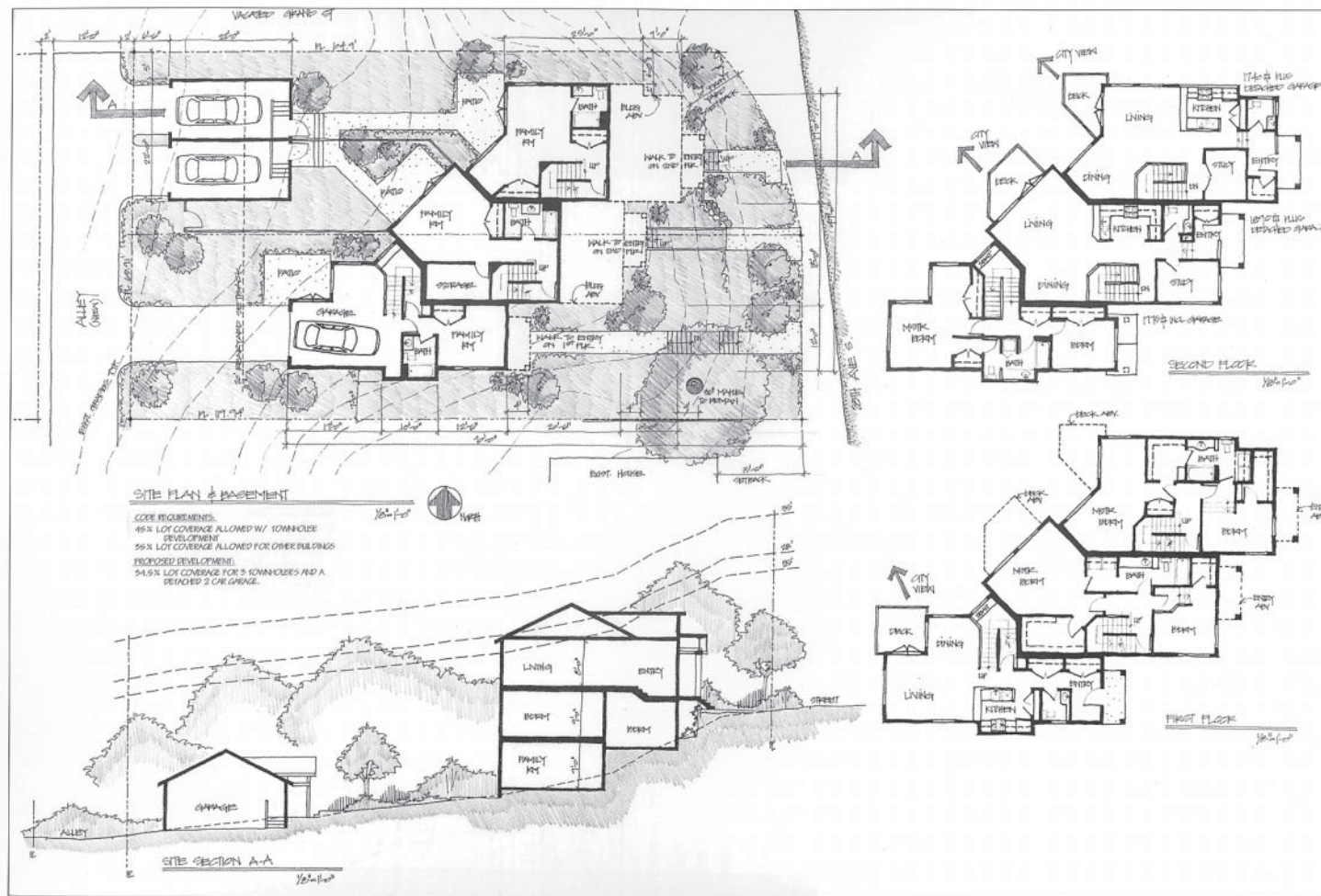
Reviewed preliminary plan recommendations for the North Rainier Neighborhood. As this neighborhood prepares for growth, and continues to recover from the effects of the I-90 construction, it anticipates an increasing need for housing. Issues related to this project include:

- Higher density housing near major arterials,
- Aesthetics and scale that relate well to the existing housing in the area and the unique features of the site and surrounding environment,
- Small community environment providing privacy and opportunities for shared groundskeeping and building maintenance.

Affordability Features

The site allows three units but working with existing codes it would be difficult to place more than two well designed units on the site. The proposed code modifications make it possible to build three very livable units thus spreading site and development costs over three units making each more affordable.





Grand Street Townhouses

Architect:

Geise Architects:
Judy Tucker AIA, Karen DeLucas,
Carolyn D. Geise FAIA, Eric Denny
Seattle, WA

Developer:

Peter Davis Builders

Neighborhood Advocate:

Outreach made to the North Rainier
Neighborhood Planning Committee and
Neighborhood Planning Office with final
solution to be reviewed.

Jury Comments

With minor departures (plate height vari-
ance), this project achieves three units in a
space currently restricted to one or possibly
two. Good design makes it possible, and
pleasing to occupants and neighbors.

Colorwheel Studio

This series of paintings, titled *Queen Anne Houses*, were an important element of the exhibit at Seafirst Gallery, and were generously provided by students from Colorwheel Studio.

Established in 1990, Colorwheel Studio is located on Queen Anne Hill and offers year round quality art classes for young people in a friendly and cheerful studio setting.

Young people are encouraged to express and communicate through the use of various art media, working in two and three dimensions, and explore through art their self expression, creative thinking, problem solving, positive self image, and the appreciation of the creative process in others.

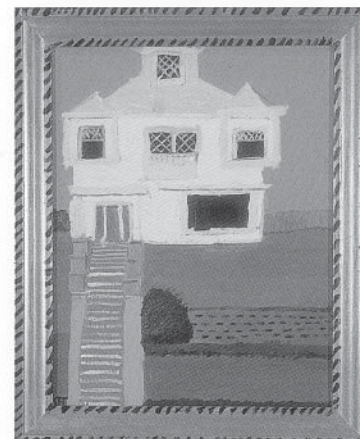
Call Colorwheel Studio for more information at (206) 283-6089.



Brandon Peterson



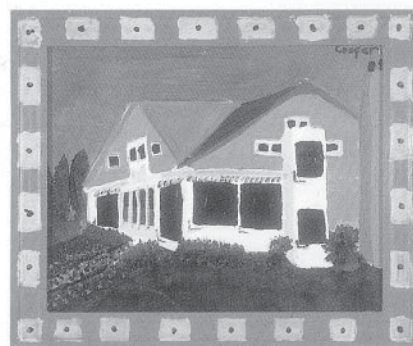
Evan Murphy



Spencer Tiesse



Andrew Bjorkman



Cooper Williams



Priya Marshall



Kathy Murphy



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